



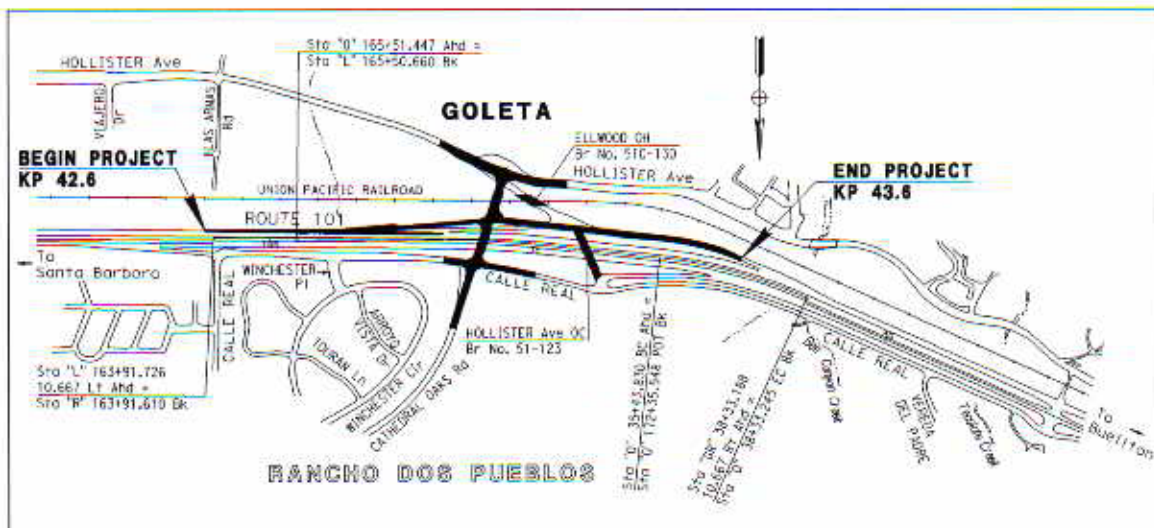
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## DRAFT PROJECT REPORT



On Route 101

In Santa Barbara County In Goleta

From 0.7 km South To 0.3 km North of Hollister Avenue Overcrossing

*I have reviewed the right of way information contained in this Draft Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:*

SPIROS KARIMBAKAS

(Acting) REGIONAL DIVISION CHIEF, RIGHT OF WAY

APPROVAL RECOMMENDED:

PAUL P. MARTINEZ, PROJECT MANAGER

APPROVED:

R. GREGG ALBRIGHT, DISTRICT 5 DIRECTOR

12/19/05  
DATE

This Draft Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

  
STEVEN M. ANDRIS - REGISTERED CIVIL ENGINEER

11/22/05  
DATE



# DRAFT PROJECT REPORT

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## **1. INTRODUCTION**

It is proposed to replace the structurally deficient Hollister Avenue Overcrossing on Route 101 in Santa Barbara County in the City of Goleta. It is proposed to fund the project from the Seismic Retrofit Phase 2 Program, Highway Bridge Replacement and Rehabilitation Program (HBRR), and State Transportation Improvement Program Regional Improvement Program in the 2007/2008 fiscal year. This project has been assigned the Project Development Processing Category 4B because it does not require substantial new right of way and does not substantially increase traffic capacity.

There are two viable alternatives presented in this report. Alternative 1 proposes to replace the Hollister Avenue Overcrossing at its present location. The new two-lane structure cross section will consist of 3.6-meter lanes with 2.4-meter shoulders. The cost of this alternative was estimated to be \$2.9 million in November 2005, which includes \$10,000 for right of way utility relocation.

Alternative 2 proposes to replace the Hollister Avenue Overcrossing and Ellwood Overhead on a new alignment that projects Cathedral Oaks Road over Route 101 to a "T" intersection with Hollister Avenue. The cross section of the new structures will consist of a 3.6-meter lane and a 1.5-meter shoulder in each direction, a 3.6-meter center turn lane, a 1.8-meter sidewalk along the west side of the bridges, and realignment of the southbound Route 101 on-ramp and off-ramp. The cost of this alternative was estimated to be \$9.6 million in November 2005, which includes \$350,000 for right of way acquisition and utility relocation.

## **2. RECOMMENDATION**

It is recommend to publicly circulate the draft environmental document and to schedule a public hearing.

## **3. BACKGROUND**

- **Project History**

A Project Study Report (PSR) was approved for the project in December 1992 in which the two alternatives described above were presented. The estimated project cost for Alternative 1 including the roadwork and structure was \$1,500,000.

Alternative 2 was initiated at the request of the County of Santa Barbara to improve the local traffic circulation to facilitate residential and commercial development in the vicinity of the interchange. In March 1994, a Memorandum of Understanding (MOU) was entered into between the State and Santa Barbara County. The Department was to fund \$1,500,000, the Alternative 1 cost, towards the construction of the overcrossing replacement costs at the new location. The County became the lead agency responsible for funding 100 percent of all remaining project costs to construct the Cathedral Oaks Road interchange.

In March 1997, the MOU was developed into Cooperative Agreement 05-CA-0060 between the Department and the County.

The County prepared environmental technical studies including noise impact study, initial site assessment, land use study, air quality impact study, water quality impact study, and a natural environmental study. The County prepared a draft environmental assessment in accordance with the National Environmental Policy Act (NEPA) and an Initial Study in accordance with the California Environmental Quality Act. Approval of these documents, along with the Draft Project Report, did not occur prior to the incorporation of the City of Goleta in February 2002. The project has since been determined to be Categorically Excluded from NEPA. Upon incorporation of Goleta, the County ceased all work on the project and transferred the aforementioned documents to the City along with construction contract documents that were in a stage of 60 percent completion.

In November 2003, the City was notified that the Department intended to replace the structurally deficient Hollister Avenue OC on the Alternative 1 alignment. In September 2004, the Department and the City entered into a MOU to further study Alternative 2. If Alternative 2 is selected as the preferred alternative after a public hearing, the City agreed to fund the portion of project Alternative 2 costs that exceed the Department's costs for Alternative 1. The City's portion of the project will be funded under EA 05-0M1400 for expenditures incurred after completion of PA&ED. The Department became the lead agency responsible for project approval, the environmental document, contract documents, and contract administration. The City agreed to be responsible for right of way acquisition, utility coordination, relocation, and railroad easements utilizing the Department as their agent. On November 21, 2005 the Department and the City entered into Cooperative Agreement No. 05-CA-0178, the provisions of the agreement are similar to those described for the MOU.

- Community Interaction

When study of the proposed project was resumed, the City of Goleta was added as a member of the Project Development Team. In the summer of 2004, an informal meeting was held with the Santa Barbara Bicycle Coalition to present the range of proposed alternatives and answer questions concerning bikeways as a result of the project. The proposed project was also presented to the City of Goleta Design Review Board in the spring of 2005. In November 2005, an informational meeting was held with the homeowners association of the Winchester Commons housing development. The meeting was held to inform the residents of the amount and duration of nighttime noise to expect with construction of the new overcrossing.

- Existing Facility

The Hollister Avenue/Route 101 interchange was constructed in 1961 as a modified diamond interchange. Route 101 within the project limits is a 4-

lane freeway with 3.6-meter lanes, 2.4-meter outside shoulders, 1.2-meter inside shoulders, and median that varies in width from 10.4-meters to 14.0-meters. The state right of way line parallels the Union Pacific Railroad along the south side of the highway and follows Calle Real along the north side. The design speed of Hollister Avenue within the project limits is 37 km/h. The design speed is governed by a 61-meter radius horizontal curve that is located between the Ellwood Overhead and the Hollister Avenue Overcrossing.

The existing Hollister Avenue Overcrossing (Br No 51-123) is a three bent, precast, prestressed concrete girder structure with a total span of 73.5-meters. The abutments are founded on a spread footing on the south end and piles on the north end. The structure is striped for two 4.9-meter lanes without shoulders. There are no sidewalks on the structure or structure approaches. The vertical clearance is 5.0-meters over the southbound lanes and 4.9-meters over the northbound lanes.

The Ellwood Overhead (Br No 51C-130) was built in 1933 on Hollister Avenue along the original State Highway Route 2 alignment. This alignment was then adopted as the United States Route 101 alignment and then relinquished to Santa Barbara County with the realignment of Route 101 to its present location. The overhead spans the Union Pacific Railroad facility in 69.6-meters and is a six bent combination reinforced concrete built-up steel plate girder structure with spread footing abutments with two 5.2-meter lanes and no sidewalks.

The area surrounding the interchange is mostly rural in setting with a recently developed residential area, Winchester Commons, between Calle Real and Cathedral Oaks Road. There are also several small businesses, the Sandpiper Golf Club, and Bacara Resort and Spa located along Hollister Avenue.

#### **4. NEED AND PURPOSE**

##### **A. Problem, Deficiencies, Justification**

The Hollister Avenue Overcrossing is listed in the Office of Structure Maintenance and Investigation 1992 Structure Replacement and Improvement Needs (STRAIN) Report as being structurally deficient. Concrete deterioration induced by chemical reactions between water and the reactive concrete aggregate has adversely effected the substructure. The 1992 STRAIN designated the structure sufficiency rating as 45.5 and lowered it to 39.8 in the 2005 STRAIN. Structures with a sufficiency rating of 50.0 or less qualify for replacement.

The 2005 STRAIN indicated that the rate of concrete deterioration continues to increase, which could diminish the capacity of the structure. The Ellwood Overhead sufficiency rating was determined to be 73.0 in the 1992 STRAIN. A sufficiency rating of 80.0 or less qualifies the structure for rehabilitation.

Since the interchange was completed in 1961, the Winchester Common, Mountain View, and Towbes residential projects have been completed. Commercial developments completed in the project vicinity include the Bacara Spa and Resort, Sandpiper Golf Club, and the Camino Real Market Place. There is additional residential and commercial development forecasted for western Goleta in the near future. The increase in traffic resulting from the development will necessitate improvements to be made to the interchange to improve local traffic circulation.

## **B. Regional and System Planning**

- **Systems**

Route 101 is an urban principal arterial on the National Highway System (NHS) and on the Strategic Highway Corridor Network (STRAHNET). It is on the State Freeway and Expressway System (F&E), on the Interregional Road System (IRRS), and the National Truck Network, and is a State Highway Extra Legal Load (SHELL) route and a Surface Transportation Assistance Act (STAA) route. This segment of Route 101 is identified as a focus route in the Caltrans Interregional Transportation Strategic Plan (ITSP). The entire segment of Route 101 in Santa Barbara County is eligible for designation as a Scenic Highway.

- **State Planning**

The 2001 Route Concept Report indicates that Route 101 in the Santa Barbara urban area currently operates at a peak/non-peak Level of Service (LOS) D/C. This segment of Route 101 does not currently carry the heavy commuter traffic typical of Route 101 in the City of Santa Barbara. By the year 2020, the peak/non-peak LOS is anticipated to deteriorate but still hold at D/C.

- **Regional Planning**

This project was incorporated into the Santa Barbara Council of Governments (SBCAG) 2001 Regional Transportation Plan (RTP) and is anticipated to be in the 2005 RTP. This project has been identified as a regionally significant project to improve circulation in Goleta by realigning the bridges.

In August 2004 SBCAG approved the moving of STIP (RIP) funds (\$1,201,000) from the Ekwill-Fowler Extension project to the replacement of the Ellwood OH of Alternative 2 by STIP amendment. The STIP amendment was approved by the CTC in January 2005.



- Local Planning

The City of Goleta does not currently have an adopted General Plan. However, this project is consistent with the Land Use Element of the January 2005 Draft General Plan because it should encourage traffic to remain on the principal arterials of Calle Real, Cathedral Oaks, and Hollister Avenue and discourage traffic through the adjacent northwest residential community. The proposed project maintains the link between Cathedral Oaks Road and Hollister Avenue over Route 101 in regards to the Draft General Plan planned bikeway system.

## C. Traffic

- Current and Forecasted Traffic

The following traffic volumes apply to the segment of Route 101 between Glen Annie/Storke Roads and Hollister Avenue. The source for vehicular count volumes is the Caltrans Traffic and Vehicle Data Systems Unit website. These volumes were grown at an average annual rate derived from the SBCAG model.

Design Year	AADT (vehicle)	Percent Trucks	Peak Hour (vehicle)	Peak Hour Directional Split
Current (2004)	35,000	7%	3,650	60%
Forecast (2029)	79,000	7%	7,340	60%

The current peak hour demand on the interchange occurs during the morning commute. During the peak hour 220 vehicles exit southbound Route 101, 494 vehicles enter southbound Route 101, and 83 enter northbound Route 101. Additionally, 612 vehicles travel south along Hollister Avenue over Route 101 while 118 vehicles travel north along Hollister Avenue over Route 101.

- Accident Rates

There were 16 collisions in the three-year period ending December 31, 2004 on this section of Route 101. The collision rates are slightly higher than the statewide average for similar highways.

During the same three-year period, there was one collision at the northbound off-ramp to Calle Real and zero collisions at the northbound on-ramp from Hollister Ave. The collision rates for these ramps are lower than the statewide averages for similar facilities.

At the southbound on-ramp from Hollister Ave there were seven collisions and at the southbound off-ramp to Hollister Ave there were two collisions with one fatality during the three-year collision study. The collision rates for these ramps are higher than the statewide averages for similar facilities. The

collisions at the southbound ramps intersection can be contributed to a reduced sight distance caused by the 61-meter horizontal curve within the intersection in conjunction with bridge railing and metal beam guard railing.

The collision rates (collisions per million vehicle miles) for the three-year period ending December 31, 2004 are summarized below:

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
<b>MAINLINE</b>						
SB-101-26.5/27.1 (PM)	0.000	0.31	0.72	0.008	0.24	0.64
<b>RAMPS</b>						
SB-101 NB Off to Calle Real	0.000	0.00	0.31	0.003	0.31	0.90
SB-101 SB On from Hollister	0.000	0.00	2.44	0.002	0.32	0.80
SB-101 NB On from Hollister	0.000	0.00	0.00	0.002	0.32	0.80
SB-101 SB Off to Hollister	0.856	.86	1.71	0.005	0.61	1.50

F+I = Fatal plus Injury

## 5. ALTERNATIVES

### A. Viable Alternatives

- Proposed Engineering Features

Alternative 1 proposes a two-lane overcrossing paralleling the existing alignment with a typical cross section consisting of 3.6-meter traffic lanes with 2.4-meter outside shoulders. The design speed of the proposed overcrossing is 45km/h. To facilitate staging of the work, the horizontal alignment will be shifted 5.8-meters to the west. The alignment shift will require the replacement of a 61-meter radius curve with an 84-meter radius curve to conform to Hollister Avenue. The minimum vertical clearance of the overcrossing will increase from 4.9-meters to 5.4-meters. The cost of this alternative was estimated to be \$2.9 million in November 2005 and includes \$10,000 for right of way items.

Alternative 2 proposes to replace the Hollister Avenue Overcrossing and Ellwood Overhead on a new alignment that projects Cathedral Oaks Road over Route 101 to a "T" intersection with Hollister Avenue and realignment of the southbound Route 101 on-ramp and off-ramp.

The design speed for Cathedral Oaks Road is 75 km/h. The cost of this alternative was estimated in November 2005 to be \$9.6 million that includes \$350,000 for right of way acquisition and utility relocation.

The typical cross section of the new structures will consist of a 3.6-meter lane and a 1.5-meter shoulder in each direction, a 3.6-meter center-turn lane onto southbound Route 101, and a 1.8-meter sidewalk along the west side of the bridges. The minimum vertical clearances of the proposed structures are

6.0-meters for the overcrossing above Route 101 and 8.9-meters for the overhead above the railroad tracks. The horizontal alignment of the structures, along the projection of Cathedral Oaks Road, will be tangential with a 220-meter vertical curve from Hollister Avenue to its conform with the existing Cathedral Oaks Road alignment. The portion of Cathedral Oaks Road north of the Calle Real intersection to the conform will have a 3.6-meter lane and 1.5-meter shoulder in each direction.

The vertical alignment of Calle Real will be raised approximately 600-millimeters to intersect the new Cathedral Oaks Road profile with no modification to the horizontal alignment. Calle Real will consist of a 3.6-meter lane and 1.5-meter shoulder in each direction and a 3.6-meter left-turn lane for westbound traffic east of the Cathedral Oaks Road intersection.

The existing single lane southbound off-ramp will be extended 200-meters to intersect with Cathedral Oaks Road. The ramp will transition into two 3.6-meter lanes, a 1.2-meter inside shoulder and a 2.4-meter outside shoulder along the extension. The southbound Route 101 on-ramp will be realigned and consist of a 3.6-meter lane, 1.2-meter inside shoulder and 2.4-meter outside shoulder. Earthwork for the on-ramp will be completed to provide for the future construction of a two-lane ramp-metering configuration.

The reversing horizontal curves of the existing Bacara Drive that form a “T” intersection with Hollister Avenue will be removed and replaced with a 304-meter radius curve. The new Cathedral Oaks Road intersection will be within the afore referenced horizontal curve. Hollister Avenue will consist of a 3.6-meter lane and 1.5-meter shoulder in each direction with a 3.6-meter right-turn lane for westbound traffic onto Cathedral Oaks Road.

- Nonstandard Mandatory and Advisory Design Features

A fact sheet for exceptions to mandatory design standards is currently being prepared. The existing design speed of Hollister Avenue is 35 km/h. The design speed of Alternative 1 is 45km/h which is less than the mandatory speed of 55 km/h for local facilities connecting to freeway ramps.

The 45 km/h design speed is a result of the 85-meter radius horizontal curve that is necessary to tie-in the new overcrossing with the existing Ellwood overhead and Hollister Avenue. The radius of the horizontal curve that currently connects the two structures is 61 meters. The northbound off-ramp will require an advisory design exception for intersection skew.

Alternative 2 will require an exception to the mandatory design standard for spacing between the southbound ramp intersection and local intersections. The minimum distance between curb return of the ramps and Hollister Avenue and Calle Real is approximately 60 meters, which is less than the minimum standard of 125 meters. A fact sheet for an exception to an advisory design standard for embankment slopes that are steeper than 1:4 was approved on 12/15/05. Portions of the southbound on-ramp and off-ramp embankment slopes will need to be constructed at a slope ratio of 1:2. The steeper than standard slopes are necessary to avoid impacting biological

resources and because a 1:4 slope would catch on the existing southbound Route 101 outside shoulder.

- Utility and Other Owner Involvement

Utilities within the project area include electric (Southern California Edison), natural gas (Southern California Gas), telephone (Verizon), cable television (Cox), water and sewer (Goleta Water District), fiber optics (Level 3), petroleum (Veneco and Atlantic Richfield). Many of these are underground high- and low-risk facilities that cross Route 101 or run along Hollister Avenue, Calle Real and Cathedral Oaks Road and will require positive location (potholing) during design to ensure that they are unaffected by construction, or determine if there will be a conflict.

If Alternative 2 is selected as the preferred alternative, utility relocations and or adjustments will be required for construction at the new Hollister Avenue/Cathedral Oaks Road intersection and the modified Calle Real/Cathedral Oaks Road intersection. Utility owners will be required to relocate their facilities before and during construction, of both above and below ground utilities. It is anticipated that the above listed utility owners will require relocations and or adjustments. The project cost for utility relocation for Alternative 2 is estimated at \$98,000, and is included in the Right of Way Data Sheets (Attachment F).

- Railroad Involvement

The Union Pacific Railroad runs adjacent to the southbound lanes of Route 101 throughout the project limits and is used by both freight trains and Amtrak passenger trains. Construction of the overhead for Alternative 2 will require the acquisition of a transverse easement and relinquishment of the existing easement with the railroad after the existing overhead is removed. Acquisition of the easement will add substantially to right of way lead-time.

- Highway Planting

There will be minimal impacts to existing vegetation associated with Alternative 1. Planting will consist of erosion control and replanting of trees and shrubs removed for construction with a one year plant establishment period. Trees and shrubs will be truck watered.

Alternative 2 will require highway planting consistent with new interchanges or major modification to existing interchange projects. The Department's policy is to provide highway planting when adjacent properties have been developed at the time the highway contract is accepted. Based on the extent of existing and proposed development adjacent to the proposed overcrossing, the entire interchange will include highway planting. However, excessive water assessment fees could prevent the permanent irrigation and related highway planting from being allowed by the Department.

The local water district has identified a water assessment fee of \$145,000 for the use of potable or recycled water. This fee would apply to all options including extension of existing Caltrans recycled water lines east of the project site, installation of a new recycled water meter at the project site, and installation of a new potable water meter at the site. This assessment is in excess of the maximum of \$9,625 (Based on \$3,500/ha for 2008/09 FY) allowed by Caltrans. For the highway planting portion of the project to be approved, the assessment fee would need to be reduced or the excess funded by other sources.

If the assessment fees are brought within the maximum Caltrans allows, a new water meter would be installed as part of the bridge replacement project. Recycled water services exist adjacent to the project and will be used if the local water district determines it has an adequate supply of recycled water. This determination will be made during the PS&E phase. If recycled water supplies are inadequate, then potable water would be considered.

Replacement of the overcrossing and overhead, intersection improvements at Cathedral Oaks Road, and intersection improvements at Hollister Avenue that are proposed in Alternative 2 will also result in new and replacement landscaping located outside the State right of way.

Erosion control and the portion of landscaping outside the right of way will be included with the bridge replacement contract having a maximum one year plant establishment period. New water meter(s), electrical service, and crossovers for landscaping within the State right of way will be included in the bridge project. The remainder of irrigation and planting within the State right of way will be a separate contract due to the estimated cost exceeding \$200,000 and will have a plant establishment period of three years.

- Erosion Control

Hydroseeding will be provided at the demolition sites of structures for both alternatives, on slopes adjacent to new structures, and areas adjacent to Cathedral Oaks and Hollister Avenue (Alternative 2). Erosion control blankets may be utilized on newly constructed slopes due to the designed inclination. Evaluation of the proposed slopes as candidates for erosion control blankets will be made during the design phase of the project.

- Non-motorized and Pedestrian Features, etc.

Both alternatives propose to maintain the link that the Hollister Avenue OC provides for non-motorized transportation and pedestrians between the north and south sides of Route 101. Alternative 1 will add a Class II Bikeway on the overcrossing by providing 2.4-meter shoulders. Continuation of the bikeway to the south is controlled by the existing overhead that does not have shoulders.

Alternative 2 will provide 1.5-meter wide Class II Bikeways along Calle Real, Hollister Avenue, and Cathedral Oaks Road. The existing Class I Bikeway adjacent to southbound Cathedral Oaks Road north of Calle Real will be reconstructed due to the realignment of Cathedral Oaks Road. A sidewalk system will provide a course of travel for pedestrians wanting to cross over Route 101. Presently the sidewalk system within the project limits is along Calle Real and Cathedral Oaks Road and terminates at their intersection. Sidewalks will be constructed along the west side of the overcrossing and overhead and terminate at Hollister Avenue, they will be 1.8-meter in width.

- Needed Roadway Rehabilitation and Upgrading

Roadway rehabilitation is not within the scope of the project funding source. A major rehabilitation project was completed within the project limits on Route 101 in 1994.

- Needed Structure Rehabilitation and Upgrading

The Office of Structure Maintenance and Investigation determined that rehabilitation of the Hollister Avenue Overcrossing is not a viable alternative due to deterioration of the concrete substructure. Replacement of the Ellwood Overhead is necessary to improve local circulation.

- Cost Estimates

	Alternative 1	Alternative 2
Roadway Items	\$ 738,000	\$ 4,504,000
Structure Items	\$ 2,129,000	\$ 4,733,000
Total Construction	\$ 2,867,000	\$ 9,237,000
Right of Way	\$ 10,000	\$ 350,000
Total Cost	\$ 2,877,000	\$ 9,587,000

See Attachment E for detailed six page cost estimates for each alternative.

- Right of Way Data

Alternative 1 will require a construction easement with the City of Goleta within Calle Real for tying in the new overcrossing.

Alternative 2 will require the acquisition of one unimproved agricultural parcel in the County of Santa Barbara, one vacant unimproved commercial parcel within Goleta, and a permanent railroad easement. All acquisitions

will be made in the name of the City of Goleta. See Attachment F for Right of Way Data Sheets.

**B. Rejected Alternatives**

“No-build”

The No-build alternative was rejected because it does not address the project need to replace the seismically deficient Hollister Avenue Overcrossing.

**6. CONSIDERATIONS REQUIRING DISCUSSION**

**A. Hazardous Waste**

There were no apparent indications of hazardous waste sites or impacts within the project limits during the Initial Site Assessment performed by the Environmental Planning Department.

An abandoned Chevron service station was located at 7952 Hollister Avenue. In March 1988, samples from borings detected hydrocarbons near the tank pit and pump islands in the upper 10.7-meters of the vadose zone. Ground water had not been encountered in any borings, which extend to depths of 15.2-meters. A vapor extraction system was formed by connecting vapor extraction wells that were installed in September 1988 and April 1993 to a catalytic oxidation unit. In January 1993, the two gasoline tanks and one oil tank were removed. The site investigation and remedial action was deemed complete by the County of Santa Barbara Protection Services Division Hazardous Waste Unit in September 1997.

**B. Value Analysis**

A value analysis was not prepared for this project. The overcrossing has been determined to be structurally deficient with the sole remedial action being replacement.

**C. Resource Conservation**

Features and measures aimed at reducing wasteful, inefficient, and unnecessary consumption of energy and nonrenewable resources in construction, operations and maintenance of the project will be included wherever possible.

- Features affecting energy requirements and energy use during construction will include the efficient staging of the construction sequencing and traffic-handling plan.
- Measures proposed to minimize the consumption, destruction, and disposal of nonrenewable resources, include recycling the existing structural sections

and concrete structures as aggregate base through provisions in the contract documents.

#### **D. Right of Way Issues**

- **Right of Way Required**

There are no right of way requirements for Alternative 1.

Alternative 2 will require the acquisition of two parcels and easements from the Union Pacific Railroad. Acquisitions are needed at the northwest corner of the Calle Real/Cathedral Oaks Road intersection and at the proposed northeast Hollister Avenue/Cathedral Oaks Road intersection. An easement with the Union Pacific Railroad is needed for the new overhead structure; the existing easement will be vacated upon project completion. All acquisitions will be made in the name of the City of Goleta.

#### **E. Environmental Issues**

An Initial Study/Proposed Mitigated Negative Declaration (IS/PMND) has been prepared for this project and is the appropriate California Environmental Policy Act (CEQA) document for both alternatives.

Additionally, both alternatives meet the criteria to be Categorically Excluded under the National Environmental Policy Act (NEPA).

The IS/PMND contains detailed studies of the environmental issues of concern for this proposal, some of which are briefly described below.

- **Wetlands**

The embankment slope ratios of the southbound on-ramp and off-ramp will be modified to avoid all areas that have wetland indicators.

- **Vegetation**

There will be no significant impacts to sensitive vegetation. All disturbed areas will be treated with either landscape planting or erosion control.

- **Biological**

There is the potential to impact California red-legged frogs, Santa Barbara honeysuckle, a bat roost, and raptor nests. Design features will be incorporated to minimize disturbance to the afore mentioned resources.

- **Visual Impacts**

The structures will receive aesthetic treatments consistent with other overcrossings within the project corridor. Because the project is replacing existing bridges, and because the bridges are a normal highway feature



within the area, there will be no significant visual impacts resulting from construction.

- Floodplain

The project is not located within a 100-year floodplain and is not expected to alter flood flows.

- Cultural

No cultural resources will be impacted as a result of this project.

#### **F. Air Quality Conformity**

The project alternatives will not induce growth and will not cause significant long-term traffic emissions. They are consistent with the Santa Barbara County Air Pollution Control District Clean Air Plan (2002) which is the State Implementation Plan for Santa Barbara County. The project was identified and determined to be in conformance with the Regional Transportation Plan and the Federal Regional Transportation Improvement Plan.

#### **G. Title VI Considerations**

Access to transportation facilities will be maintained as a result of Alternatives 1 and 2. Improvements to existing facilities within the project limits include Class II Bikeways for both alternatives and curb ramps and sidewalks for Alternative 2.

### **7. OTHER CONSIDERATIONS AS APPROPRIATE**

- Public Hearing Process

It is recommended that a public hearing be scheduled presenting the developed viable alternatives for public comment.

- Route Matters

The existing Freeway Agreement of December 1968, which contains a symbol exhibit map, will not need to be superseded because the improvements proposed by both alternatives do not constitute a major change to the agreement.

- Permits

Permits and approvals needed to complete the project include:

- A Coastal Development Permit from the California Coastal Commission for work within the coastal zone.
  - A National Pollutant Discharge Elimination System Permit for stormwater discharges to surface water from the Regional Water Quality Control Board.
  - Encroachment permits from Santa Barbara County and the City of Goleta for work on or across local streets.
- Cooperative Agreements

A MOU (MOU) was entered into between the Department and the City of Goleta on September 17, 2004 contingent upon Alternative 2 being selected as the preferred alternative after a public hear. The provisions of which are as follows:

The Department will perform the work required to complete and obtain approval of the environmental documentation, draft project report, final project report, project design, award of construction contract, construction engineering, and completion of project. The City of Goleta agreed to coordinate right of way acquisitions, railroad and utility easements and permits utilizing the Department as their agent.

The Department agreed to incur all costs associated with completion and approval of the environmental document, draft project report, final project report, design and construction of the new overcrossing and removal of the existing overcrossing.

The City of Goleta agreed to incur all costs associated with the design and construction of the new overhead, demolition of the existing overhead, design and construction related to realignment work required for ramps, Calle Real, Cathedral Oaks Road, and Hollister Avenue, right of way acquisitions, railroad and utility easements and permits which will be funded through EA 05-0M1400.

A joint-funded cooperative agreement was entered into between the City and the Department on November 21, 2005. The provisions of the agreement are similar to those of the MOU with the City allocating \$850,000 for development of Alternative 2 if it is selected as the preferred alternative.

- Transportation Management Plan for Use During Construction

Significant impacts to traffic during construction are not anticipated as a result of either alternative. The Transportation Management Plans (TMP) will employ public awareness campaigns, motorist information strategies for lane closures, and traffic incident management by the California Highway Patrol.

Alternative 2 will require the construction of a temporary southbound on-ramp during Stage One to maintain existing traffic circulation.

- Stage Construction

- Alternative 1 – It is anticipated that the overcrossing will be constructed in two stages. The existing structure will be utilized in Stage One for two-way traffic while a portion of the new bridge is built. After completion of Stage One, two-way traffic will be shifted onto the new structure to allow for completion of the overcrossing.
- Alternative 2 – It is anticipated that construction of the new overcrossing, overhead, ramp and road realignments will require three stages of construction. During Stage One the new overcrossing, overhead, southbound on-ramp, and Cathedral Oaks Road/Calle Real tie-in north of Route 101 will be constructed. During Stage Two the southbound off-ramp will be constructed along with a portion of the Hollister Avenue/Cathedral Oaks Road intersection. Stage Three will involve completion of the Hollister Avenue/Cathedral Oaks Road intersection and removal of the existing overcrossing and overhead.

- Accommodation of Oversize Loads

The segment of Route 101 within the project limits will be designed to provide passage for vehicles of unrestricted height while moving in and out of an area. Oversize loads that cannot pass beneath the proposed overcrossing structures will need to make use of the freeway on-ramps and off-ramps.

- Graffiti Control

Although Santa Barbara County is considered a graffiti-prone county, the existing interchange located in western Goleta has not experienced a graffiti problem. Signs will not be mounted on the proposed structures eliminating the need for protective devices. Typical targets of graffiti painters such as retaining walls and sound walls are not proposed features of the project.

- Storm Water Quality

Storm water quality requirements for projects on State right of way are designated in the Caltrans' National Pollutant Discharge Elimination System (NPDES) permit (Order No. 99-06-DWQ, No. CAS000003), and the Caltrans Storm Water Management Plan (SWMP) (May 2001).

A Storm Water Pollution Prevention Plan, developed by the contractor, will include Temporary Best Management Practices (BMPs) such as silt fences, hay bales, settling ponds, and sediment traps to control the discharge of sediment into storm water during construction.

Design pollution prevention BMPs for stabilization of newly constructed slopes will include the application of erosion control such as hydroseeding and fiber rolls. Additionally energy dissipation devices at culvert outlets will

be employed to reduce water velocity. Existing vegetation will be preserved as much as possible.

Proposed permanent treatment BMPs may include the use of biofiltration swales and detention basins.

## 8. PROGRAMMING

- Programming

The Department's portion of the proposed project is programmed in the Phase 2 Seismic Retrofit Program. Programming for the local portion of the project will be through the State Transportation Improvement Program (STIP) Regional Improvement Program (RIP), Highway Bridge Replacement and Rehabilitation (HBRR) Program, and local funds.

- Funding

The project is programmed with \$3,600,000 for construction from the Phase 2 Seismic Retrofit Program under EA 05-371500.

The local funding of Alternative 2 under EA 05-0M1400 consists of \$1,201,000 from the STIP(RIP), \$6,560,500 from the HBRR program which is a combination of the federal portion with local matching funds, and \$850,000 from local funds. Right of way capital has been programmed with \$111,000 coming from the STIP(RIP), \$211,600 from the HBRR program, and \$27,400 from local funds. These costs have been projected for the 2007/2008 construction fiscal year.

- Project Schedule

<u>Milestone</u>	<u>Month/Year</u>
PA&ED	3/2006
PS&E to HQ	8/2007
Right of Way Certification	11/2008
Ready to List	3/2009
Complete Construction	1/2012

## 9. REVIEWS

The Project Development Team includes the following reviewers who have provided their input on the alternatives development.

Design Coordinator	Ken Cozad
Design Reviewer	Mike Janzen

Since this project is a reconstruction project on the National Highway System, it is subject to the Certification Acceptance (CA) level of FHWA involvement. This means that FHWA review is involved in the categorical exclusion, the Project Report, Right of Way and Utility Certification, and final acceptance of the constructed project.

#### **10. PROJECT PERSONNEL**

		<u>Calnet</u>	<u>Public</u>
Project Manager	Paul Martinez	8-629-3407	(805) 549-3407
Design Manager	John Fouche	8-629-3000	(805) 549-3330
Project Engineer	Steven Andris	8-629-3075	(805) 549-3075
Environmental Manager	Larry Newland	8-629-4603	(805) 542-4603
Environmental Planner	Paula Huddleston	8-629-3063	(805) 549-3063
Right of Way Branch	Connie Shellooe	8-629-3471	(805) 549-3471
Landscape Architect	Peter New	8-629-3357	(805) 549-3357

#### **11. LIST OF ATTACHMENTS**

Attachment A	Initial Study/Proposed Mitigated Negative Declaration
Attachment B	Vicinity Map
Attachment C	Project Maps and Typical Sections
Attachment D	Structure Advance Planning Studies
Attachment E	Cost Estimates
Attachment F	Right of Way Data Sheets
Attachment G	Collision Data
Attachment H	Turning Movement Diagrams
Attachment I	Level-of-Service Analysis
Attachment J	Storm Water Data Sheet
Attachment K	Traffic Management Plan
Attachment L	Distribution List

The Draft Initial Study/Proposed Mitigated Negative Declaration, under separate cover, is referenced here as Attachment A.

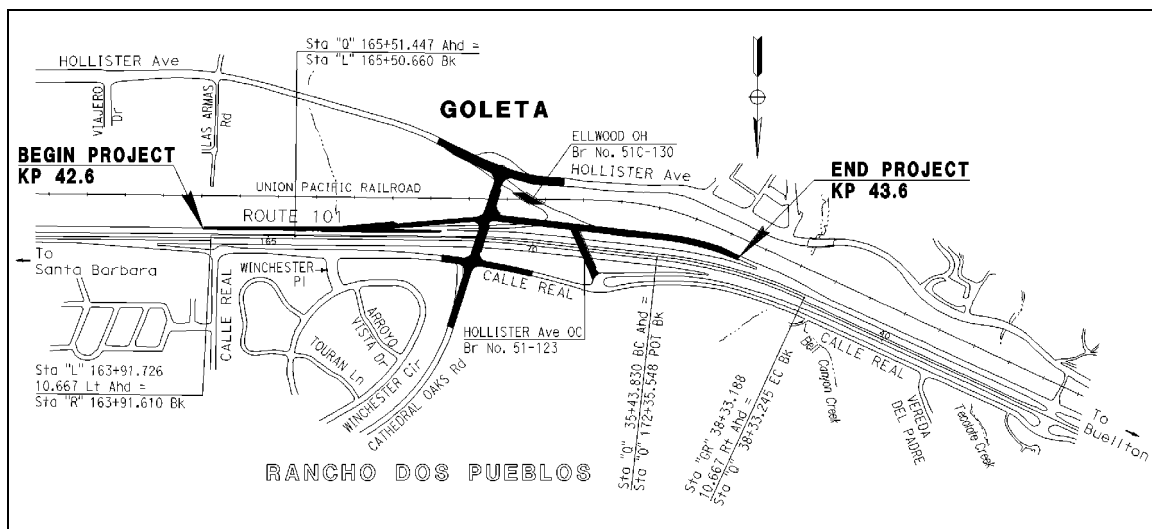
# Hollister/Cathedral Oaks Overcrossing Replacement

City of Goleta

SB-101 PM 26.5/27.1

05-371500/05-0M1400

## Initial Study with Proposed Mitigated Negative Declaration



Prepared by the  
State of California Department of Transportation

November 2005







# PROPOSED MITIGATED NEGATIVE DECLARATION

## Pursuant to the California Environmental Quality Act Reconstruction of the Hollister Avenue/Cathedral Oaks Road Interchange at Highway 101

**PROJECT LOCATION:** Cathedral Oaks Road/Hollister Avenue overcrossing of Highway 101 in the City of Goleta, Santa Barbara County.

**PROJECT DESCRIPTION:** The project proposes to replace the structurally deficient Hollister Avenue Overcrossing on Highway 101 in the City of Goleta. There are two viable alternatives presented in this report. Alternative 1 proposes to replace the Hollister Avenue Overcrossing at its present location. The new two-lane structure cross section will consist of 3.6-meter (12-ft) lanes with 2.4-meter (8-ft) shoulders. Alternative 2 proposes to replace the Hollister Avenue Overcrossing and Ellwood Overhead on a new alignment that projects Cathedral Oaks Road over Highway 101 to a “T” intersection with Hollister Avenue. The cross section of the new structures will consist of a 3.6-meter (12-ft) lane and a 1.5-meter (5-ft) shoulder in each direction, a 3.6-meter (12-ft) center turn lane, a 1.8-meter (6-ft) sidewalk along the west side of the bridges, and realignment of the southbound Highway 101 on-ramp and off-ramp.



**DETERMINATION:** An Initial Study was prepared and evaluated, and it has been determined that the proposed project COULD have a significant adverse impact on the environment. Therefore, the following measures will be incorporated into the project to mitigate impacts to below the level of significance:

- ◆ The bridge shall be designed similarly to existing nearby bridges along Highway 101, with similar aesthetic treatments, so that it will better blend into the highway environment. The intersection will be landscaped after construction to accommodate an urban setting, while including native specimens. Other stipulations shall be included, as outlined in the Visual Impact Assessment Addendum.
- ◆ Air quality during construction shall be maintained using Best Management Practices.
- ◆ Pre-construction surveys for cliff swallows and California red-legged frog shall be conducted by a qualified biologist. Swallows shall be prevented from nesting on the bridges prior to demolition and nests shall be destroyed outside of the nesting season.
- ◆ An Environmentally Sensitive Area shall be designated around the aquatic habitat for California red-legged frog. Other avoidance and minimization efforts shall be incorporated into the project, as outlined in the Natural Environment Study.
- ◆ Trees to be removed from the project site shall be removed between August 15<sup>th</sup> and February 15<sup>th</sup> to avoid disturbance to nesting raptors.
- ◆ Prior to demolition, the structure(s) shall be treated with exclusionary devices to prevent bats from roosting. If removed, the new overhead shall incorporate bat roosts into the design.
- ◆ An Environmentally Sensitive Area shall be designated to protect Santa Barbara honeysuckle within the project area.
- ◆ Noisier construction activities shall be limited to the hours between 0800 and 1800, Monday through Friday.
- ◆ A Storm Water Pollution Plan shall be prepared to protect water quality during construction.

Larry Newland, AICP  
Environmental Branch Chief, Central Region

Date



California Department of Transportation



## **INITIAL STUDY CHECKLIST & REPORT**

### **Reconstruction of the Hollister Avenue/Cathedral Oaks Road Interchange at Highway 101**

#### **1.0 PROJECT DESCRIPTION**

##### **1.1 Background Information**

The existing Hollister Avenue interchange at Highway 101 was constructed in 1961 as a modified diamond interchange. The existing freeway overcrossing is a concrete structure that spans a total 73.5 meters (241.1 ft.). The vertical clearance of the overcrossing over the highway is approximately 5.0 meters (16.4 ft.) The freeway at the project site contains four lanes and a concrete median barrier. The existing Ellwood railroad overhead was built in 1933 along Hollister Avenue and is a reinforced concrete/built-up steel plate girder structure that spans a total of 69.6 meters (228.3 ft.).

The California Department of Transportation (Caltrans) originally proposed to replace the existing freeway overcrossing at its present location for seismic reasons. The existing freeway overcrossing suffers from concrete deterioration caused by chemical reactions involving reactive aggregate and water. The railroad overhead is deteriorated due to age.

Construction of “missing links” along Cathedral Oaks Road north of the interchange was completed in 2000. Hence, Cathedral Oaks Road is now a continuous major arterial from State Route 154 to Highway 101.

The extension of Cathedral Oaks Road north of Calle Real to Winchester Canyon Road was approved as part of the Winchester Commons Project in 1989. Grading of the right-of-way for this two-lane divided roadway with Class II bike lanes was completed in 1997, and the road was constructed in 1999.

##### **1.2 Project Alternatives**

###### **Alternative 1**

Alternative 1 was the original design proposal recommending replacement of the existing overcrossing at its present location with a two lane overcrossing. The overcrossing would incorporate a typical cross section consisting of 3.6-meter (12-ft) traffic lanes with 2.4-meter (8-ft) outside shoulders. The minimum vertical clearance of the overcrossing will increase from 4.9-meters (16.0 ft) to 5.4 meters (17.7 ft.) The cost of this alternative was estimated to be \$2,864,000 in August 2005 and includes \$10,000 for right of way items. This project was initiated by Caltrans’ Office of Structures Maintenance and Investigations.

###### **Alternative 2**

Alternative 2, suggested by the County of Santa Barbara, proposes to replace the Hollister Avenue Overcrossing and Ellwood Overhead on a new alignment that projects Cathedral Oaks Road over Highway 101 to a “T” intersection with Hollister Avenue and realignment of the southbound Highway 101 on-ramp and off-ramp. The design speed for Cathedral Oaks Road is 75 km/h (45 mph.) The cost of this alternative was estimated in August 2005 to be \$9,156,000, which includes \$350,000 for right of way acquisition and utility relocation.

The typical cross section of the new structures will consist of a 3.6-meter (12-ft) lane and a 1.5-meter (5-ft) shoulder in each direction, a 3.6-meter (12-ft) left turn lane onto southbound Highway 101, and a 1.8-meter (6-ft) sidewalk along the west side of the bridges. The minimum vertical clearances of the proposed structures are 6.0 meters (19.6 ft) for the overcrossing above Highway 101 and 8.9 meters (29.2 ft) for the

overhead above the railroad tracks. The portion of Cathedral Oaks Road just north of the Calle Real intersection will have a 3.6-meter (12-ft) lane and 1.5-meter (5-ft) shoulder in each direction.

Calle Real will be raised approximately 600 millimeters (2 ft) to intersect with the new Cathedral Oaks Road. Calle Real will consist of a 3.6-meter (12-ft) lane and 1.5-meter (5-ft) shoulder in each direction and a 3.6-meter (12-ft) left turn lane for westbound traffic east of the Cathedral Oaks Road intersection.

The southbound off-ramp will be extended to intersect with Cathedral Oaks Road and the southbound Highway 101 on-ramp will be realigned. Earthwork for the on-ramp will be completed to provide for future widening to two lanes.

Hollister Avenue and Bacara Drive will be realigned slightly to accommodate the new design. Hollister Avenue will consist of a 3.6-meter (12-ft) lane and 1.5-meter (5-ft) shoulder in each direction with a 3.6-meter (12-ft) right turn lane for westbound traffic onto Cathedral Oaks Road.

### **No Build**

Under the “no build” alternative, the existing structures would remain in place and would not be modified for seismic purposes. The bridge would remain susceptible to seismic events and could result in a future closure. No improvements for traffic circulation would occur. Motorists would continue to use the existing Hollister Overcrossing. The level of service at the intersections associated with the current interchange would degrade to unacceptable levels in the next 20 years due to current and planned traffic volumes from nearby, already-approved development projects.

## **1.3 Costs and Funding Sources**

The project is programmed with \$3,600,000 for construction from the Phase 2 Seismic Retrofit Program, \$860,400 from the State Transportation Improvement Plan (Regional Improvement Plan), \$4,945,700 from the HBRR program (which is a combination of the federal portion with local matching funds), and \$53,400 from local funds. Right of way capital has been programmed with \$111,000 coming from the STIP (RIP) and \$166,000 from the HBRR program. These costs have been projected for the 2008/2009 construction fiscal year.

## **1.4 Right of Way Requirements**

No new right of way would be required for Alternative 1. For Alternative 2, construction of the project will primarily occur within existing transportation rights-of-way owned by Caltrans (Highway 101), the City of Goleta (Calle Real, Cathedral Oaks Road, and Hollister Ave), and Union Pacific Railroad. A small acquisition would be required on the westerly corner of a parcel (APN 079-210-048) located at the site of an old gas station along the north side of Hollister Avenue. In addition, a small amount of road easement will also be required at the northwest corner of the intersection of Cathedral Oaks Road and Calle Real (APN 079-090-020). A new roadway easement, as well as a temporary construction easement, is needed from the Union Pacific Railroad. Upon completion of the project, the existing railroad easement would be vacated.

## **2.0 PROJECT LOCATION**

The project site is located primarily in State highway right-of-way, adjacent to the Sandpiper Golf Course. The project site is located within the City of Goleta planning area and within the Coastal Zone.

2.1 Site Information	
Comprehensive Plan Designation	Transportation Corridor

2.1 Site Information	
Site Size	17 acres = area of potential construction impact
Present Use & Development	Undeveloped land within state highway right-of-way, railroad right-of-way, and private land within the City of Goleta.
Surrounding Uses/Zoning	North: Winchester Canyon Residential Development - Single-Family Residential West: Bell/Winchester Canyon – Agriculture II South: Sandpiper Golf Course – Recreation and Single-Family Residential with a Scenic Overlay East: Vacant gas station lot between Hollister Avenue and the railroad – General Commercial, AND undeveloped land between Hollister Avenue and the railroad. Multi-family residential (proposed Chadmar Development)
Access	Cathedral Oaks Road, Hollister Avenue, Calle Real, and Highway 101

### 3.0 ENVIRONMENTAL SETTING

The project site occurs in a semi-rural area of the City of Goleta with a mixture of land uses. The primary land use in the area of potential impact is transportation, consisting of paved roadways, landscaped right-of-way, and a railroad corridor. Other land uses at or adjacent to the project site include the Winchester Commons residential development, agricultural fields in Bell/Winchester Canyon, the Sandpiper Golf Course, and undeveloped open space. The area at the southeast quadrant of the proposed Cathedral Oaks Road/Hollister Avenue interchange was formerly a service station and is currently vacant

The vegetation types at the project site are mainly non-native and typical of highway rights-of-way and disturbed roadside areas. Four primary vegetation types were identified at the project site: non-native grassland, ruderal, eucalyptus grove, coyote brush scrub and coastal sage scrub. Ruderal vegetation dominates most of the area of potential effect including roadsides, embankments and the land north of Hollister Avenue. West of Cathedral Oaks is an area of native grasslands. There are no wetlands at the project site.

Wildlife habitat values are low at the project site due to the lack of native vegetation, the effects of highway maintenance activities and disturbance, and the effects of noise, automobile lights and traffic.

Two watercourses are located near the project site but outside the area of potential effect. Devereux Creek is located approximately 350 meters (1150 ft.) east of the existing interchange. It flows from Winchester Commons under Route 101 via a culvert, into a scour pool, and then west along the railroad tracks to Bell Canyon. Devereux Creek contains areas of riparian habitat. Bell Canyon Creek is located approximately 600 meters (1970 ft.) west of the existing interchange. The proposed project facilities are located outside the 100-year floodplain of Bell/Winchester Canyon and Devereux Creek.

A portion of the area of potential effect traverses the margins of a known prehistoric archeological site, CA-SBA-70, at the intersection of Cathedral Oaks Road and Calle Real. However, the portion of the site within the area of potential effect was subject to data recovery in 1995 within the alignment of the Cathedral Oaks Road extension, which has since been completed. Based on the result of data recovery, it was concluded that the portion of the site in the current area of potential effect did not contain archeological remains.

### 4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is abbreviated as follows:

Known Signif.: Known significant environmental impacts.

Unknown Poten. Signif.: Unknown potentially significant impacts which need further review to determine significance level.

Poten. Signif. and Mitig.: Potentially significant impacts which can be mitigated to less than significant levels.

Not Signif.: Impacts which are not considered significant.

## 4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. and Mitig.	Not Signif.
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?				X
b. Change to the visual character of an area?			X	
c. Glare or night lighting which may affect adjoining areas?				X
d. Visually incompatible structures?				X

### Site Conditions:

The proposed project is located in a semi-rural area with a highway corridor characterized by landscaping with non-native plants (e.g., eucalyptus trees and oleander shrubs). There are no public viewing locations or vistas at or near the project site (e.g, parks, trails, informal “pullouts”, rest stops, etc). Views from Highway 101 are precluded by the high rate of speed, and the low elevation of Highway 101 at the existing overcrossing relative to the surrounding landforms.

Alternative 1 would have no impact to visual quality. For Alternative 2, the nearest residences with private views of the project site are located in the Winchester Commons development on the north side of Highway 101. Views from this development are mostly shielded from the Highway 101 corridor by a sound wall along Calle Real. Views of the project site from Sandpiper Golf Course are mostly obscured by eucalyptus trees along Hollister Avenue and the golf course parking lot.

The only notable visual and aesthetic features of the Alternative 2 project site consist of the large eucalyptus trees on the south side of the highway corridor, many of which would be removed. However, these trees are not a unique or highly aesthetic visual feature because they are very common along the Highway 101 corridor from Gaviota to Goleta. Unsightly visual elements at the project site consist of the highly eroded banks on either side of the railroad tracks.

### Impact Discussion:

Item a) The proposed project alternatives will not affect any public scenic vista point, nor create a visually displeasing site. The removal of eucalyptus trees on the south side of the project site associated with Alternative 2 would not create an adverse view of Highway 101 from Hollister Avenue because it is located at a lower elevation.

Item b) Neither of the proposed project alternatives will create a substantial change in visual character along the highway corridor or for the adjacent community. The size of the structures proposed with either alternative will be similar to that of the existing bridges, and no change in character scale is anticipated.

The relocation of the overcrossing and ramps will not substantially degrade the existing visual character of the project site which is dominated by highway facilities – e.g., paved roads, bridges, curbs, and road cuts and fills. With Alternative 2, the reconfiguration of the Hollister intersection to the south and the Calle Real intersection to the north will result in a slightly larger scale roadway facility at those locations and a more open, unified visual character as seen from the local roadways. The proposed project alternatives will, however, represent only a minor modification of the visual setting, and such modification is not likely to create a long-term perceptible change in the nature of the landscape.

The removal of large eucalyptus trees proposed with Alternative 2 will cause a minor reduction in the vegetated character of the setting. The majority of the existing mature eucalyptus trees in the vicinity will remain and will continue to provide spatial and skyline benefit to the highway corridor and the community.

The areas between the ramps and the highway will be landscaped with trees and shrubs common to the right-of-way (e.g., annual grasses, coyote brush, and eucalyptus), and as such, will blend in with the existing landscaping at the project site, and along most of the highway right-of-way in Goleta. With both alternatives, the architectural treatment to the bridge rails will likely be similar to those used on the Storke Road overcrossing. Hence no new architectural themes or design will be introduced to the site, and the proposed treatment will be compatible with other highway structures.

Item c) Both of the proposed projects will increase the nighttime lighting in the area due to the addition of street lighting at signalized intersections. However this lighting will not obscure or block scenic nighttime views (e.g., of the ocean, mountains or city). Residents of Winchester Commons cannot view the ocean or city from their homes, and their views of the mountains would be unaffected by the project. It should also be noted that there are overhead lights in the area along Calle Real and in front of Sandpiper Golf Course.

Item d) The proposed project alternatives will result in the replacement of an older highway overcrossing with either a new one in-place, or a new one at a nearby location. The proposed railroad bridge associated with Alternative 2 will replace the existing one. The proposed structures will be similar to the other bridge structures along the Highway 101 corridor in the region in terms of size, form, finish, and other visual elements. Hence, no new man-made or incompatible elements will be added to the landscape.

### **Mitigation and Residual Impact:**

The landscaping associated with the new interchange must be consistent with Caltrans' Highway 101 Corridor Master Landscape Plan. The project is located in Ellwod Unit 9, where key landscaping guidelines include: preserve the rural character of the area; emphasize native plants; provide variation in form and texture in the plantings; retain existing eucalyptus trees and add more eucalyptus trees (particularly on the north side of the highway); and use oak, sycamore, and bay trees when possible.

Along with the above design and planning measures, the following measures shall be implemented to minimize aesthetic impacts:

#### Measures common to both alternates:

1. Existing eucalyptus and other trees shall be preserved to the greatest extent possible.
2. Where existing roads are realigned or abandoned, the old road shall be completely removed, including asphalt, road base and sub-base. The old road bed shall be scarified.

3. Reconstruction of local streets and roadways shall include the planting of street trees, if supported by the local jurisdiction.
4. Replacement planting shall be designed and located to include visual benefits for the highway traveler as well as the local road user.
5. Replacement trees shall be planted from minimum 15-gallon container size, and shall include tree stakes.
6. All replacement landscaping shall include a defined and funded plant establishment and maintenance period, which will ensure the long-term success of the planting.

In addition to the measures above, the following apply to Alternative 2:

7. The landform of the removed or realign ramps, local roads and intersections shall be recontoured as necessary to blend with the adjacent topography and setting.
8. The proposed highway overcrossing bridge and the railroad overcrossing structure shall be designed with an aesthetic character compatible to one another.

With implementation of mitigation measures, changes to the visual setting associated with the project alternatives will be less than significant.

Source: Visual Impact Assessment

## 4.2 AGRICULTURAL RESOURCES

<b>Will the proposal:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. and Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X
<b>b.</b> An effect upon any unique or other farmland of State or Local Importance?				X

### Impact Discussion:

Item a) The project will not displace or occur adjacent to any existing farmlands or agricultural lands. The new interchange will not facilitate any changes in land use designations for adjacent parcels. The project will not affect any agriculturally zoned parcels, or parcels under a Williamson Act contract.

Item b) The project will not affect, displace, or occur adjacent to any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

## 4.3 AIR QUALITY

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>



<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation including, CO hotspots, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?				X
<b>b.</b> The creation of objectionable smoke, ash or odors?				X
<b>c.</b> Extensive dust generation?				X

### Setting:

Santa Barbara County's air quality has periodically violated state and/or federal health standards for three pollutants: ozone, inhalable particulate matter (PM<sub>10</sub>)<sup>1</sup>, and hydrogen sulfide. In 2005, the county was designated an attainment area for the federal ozone standard with the cancellation of the 1-hour ozone standard. Santa Barbara County is currently designated non-attainment for the state ozone and PM<sub>10</sub> standards.

The County Air Pollution Control District (APCD) has established impact thresholds based on emissions to determine significant impacts for CEQA purposes. The threshold of significance for long term emissions from a development project is the generation of 25 pounds per day of ozone precursors, including nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROC). No quantitative emission thresholds have been established for short-term construction-related air quality impacts.

### Impact Discussion:

Items a) and c) Construction of the new interchange will cause a short-term increase in emission of air pollutants. Reactive organic compounds (ROC) and NO<sub>x</sub> will be emitted from gasoline and diesel-powered heavy-duty construction equipment, as well as delivery vehicles, employee vehicles, vehicles transporting fill and/or excavated materials to and from the construction site. ROC is also derived from the asphalt paving materials used. Construction activities will also result in fugitive dust emissions from grading and excavation.

Total construction emissions over the 18-month construction period for NO<sub>x</sub> and ROC are estimated to be 4.4 and 0.3 tons respectively from Alternative 2, which has the largest impact. The average daily emissions from Alternative 2 during the construction period would be 63 lbs/day of NO<sub>x</sub> and 10.4 lbs/day of ROC. About one half the daily emissions of ROC would be from asphalt, and the paving activity is expected to be completed in one quarter. Construction of Alternative 2 would involve the clearing and excavation of approximately five acres of land for new pavement, fill and cut slopes, and temporary access roads. Total PM<sub>10</sub> emissions from fugitive dust during the 18-month construction period are estimated to be about 0.7 tons, with a daily average of 5.4 lbs/day.

Short-term impact significance thresholds for NO<sub>x</sub> and ROC construction emissions have not been established by the County. In addition, no quantitative threshold has been established for short-term construction PM<sub>10</sub>. Construction-related emissions for the entire county have been estimated by the APCD and included in the county-wide inventory of emissions in the 2001 and 2004 Clean Air Plans. Construction emissions are generally considered insignificant because they are short-term in nature and comprise a very small fraction of the total county-wide emissions from all point, mobile, and area sources. Finally, the emissions from construction activities would be reduced using appropriate APCD

<sup>1</sup> Ozone is the main constituent of smog. PM<sub>10</sub> consists of particulate matter less than 10 microns in size.

recommended emission controls from the list included under Minimization (see below). Based on these considerations, the impacts of construction emissions, including fugitive dust, are considered adverse, but not significant. No violations of state or federal air quality standards due to the project are anticipated.

Santa Barbara County violates the state  $PM_{10}$  standard and has historically violated both the state and federal ozone standards. Currently, Santa Barbara County is considered in attainment of all national ambient air quality standards (AAQS). The Santa Barbara County APCD promulgated a Clean Air Plan (2004) to address violations of the county AAQS. Their 2001 Clean Air Plan addresses maintenance of national AAQS. The construction emissions for the proposed project are included in the overall regional construction emission estimates in the 2004 Clean Air Plan. Hence, the project will not create a net increase in regional construction emissions, and will be consistent with the Clean Air Plan.

The project will not induce growth, nor will the project generate new traffic. Alternative 2 will redirect existing traffic to a new location, but will not cause any new significant long-term traffic emissions. Hence, the operation of the project would be consistent with the current Clean Air Plan.

The project was identified in the Regional Transportation Plan and the Federal Regional Transportation Improvement Plan. The Santa Barbara County Association of Governments has determined that these plans conform to the 2001 Clean Air Plan, which is the approved State Implementation Plan for Santa Barbara County.

Item b) The project will require the placement of asphalt throughout construction. This operation may involve the short-term emissions of objectionable odors. However, the emissions would only occur for one or two days per event, and would be restricted to daytime hours. Residents in the nearby Winchester Commons development may experience short-term annoyance. However, this impact would not be considered significant.

#### **Minimization :**

The following minimization measures are based on standard equipment and dust control measures recommended by Santa Barbara APCD in their CEQA Guidelines. While the project is not expected to have any significant effects on either long- or short-term local air quality, implementation of appropriate measures from this list, at the discretion of the Resident Engineer, will further reduce emissions of fine particulate and oxides of nitrogen, an ozone precursor during the construction period. Daily watering of all disturbed areas is required by Caltrans Standard Specifications.

AQ-1. To minimize  $NO_x$  emissions, the following measures shall be implemented as necessary for each piece of heavy-duty diesel construction equipment:

- The engine size of construction equipment shall be the minimum practical size.
- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated clean diesel engines) should be utilized wherever feasible.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest number is operating.
- Construction equipment operating onsite shall be equipped with two- to four-degree engine timing retard or pre-combustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- Diesel catalytic converters shall be installed, if available.

AQ-2. To minimize dust/ $PM_{10}$  emissions:

- After clearing, grading, earth moving or excavation is complete, the disturbed area must be treated with watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible.
- Minimize the amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- Gravel pads should be installed at all access points to prevent tracking of mud onto public roads.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- Trucks transporting fill material to and from the site shall be tarped.
- Dust control requirements shall be shown on all grading plans.
- The Resident Engineer shall designate a person to monitor dust control and to order increased watering, as necessary, to prevent transport of dust offsite. Duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such person shall be provided to the APCD prior to construction.

Source: Air Quality Impact Study

#### 4.4 BIOLOGICAL RESOURCES

<b>Will the proposal:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig. X</b>	<b>Not Signif.</b>
<b>a.</b> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
<b>b.</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
<b>c.</b> Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
<b>d.</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
<b>e.</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
<b>f.</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

### Site Conditions:

Within the project limits, the area north of Cathedral Oaks Drive has patches of native perennial grassland and central coastal scrub on west and north slopes. The railroad right-of-way has some patches of central coastal scrub. Coyote brush, along with some other central coastal scrub species, dominates the areas between the off-ramps and freeway lanes. The median and other flat areas next to the travel lanes are mown and dominated by ruderal vegetation. Eucalyptus trees dominate the highway right-of-way next to the southbound lane. South of the railroad, eucalyptus trees dominate areas that are not landscaped.

A headwater branch of Devereux Creek flows through the project area, from Winchester Commons on the north side of 101, through a culvert, to the south side. It empties into a scour pool that appears to be perennial only because of the residential runoff. The pool extends into the railroad right-of-way, and the creek continues along the tracks, eventually dropping into a culvert and into Bell Canyon Creek.

Biological surveys were performed to determine whether sensitive species could be present within the project area. The surveys revealed the presence of the following: California red-legged frog (*Rana aurora draytonii*, federally threatened), Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*, California Native Plant Society 1B<sup>2</sup>), and pallid bat (*Antrozous pallidus*, listed as sensitive by several state and federal agencies and protected by the California Department of Fish & Game.)

### Impact Discussion:

Alternative 1 would have minimal biological impacts. There would be no impacts to sensitive species. It could affect small areas of coastal scrub that have grown on fill slopes next to the bridge abutments.

Alternative 2 would have greater biological impacts than Alternative 1, but none that could be considered significant. Alternative 2 would permanently affect 1.36 acre of eucalyptus trees, 0.14 acre of grassland and 0.78 acre central coastal scrub. Two small coast live oak trees (*Quercus agrifolia*) would be removed from the fill slope between the southbound off-ramp and the Highway 101 southbound lanes. There is also potential for Alternative 2 to impact California red-legged frogs, Santa Barbara honeysuckle, a bat roost, and raptor nests.

Because of the small size and location of the oak trees that could be removed, their loss would be considered an impact to visual quality, as opposed to biological resources, and would be mitigated through landscape planting. (Re-planting is discussed under Section 4.1 Aesthetics/Visual Resources.)

One California red-legged frog (CRL frog) was observed in the Highway 101 Devereux Creek culvert outlet pool in September 2001, across from Winchester Commons. CRL frog impacts could occur with Alternative 2 from the proposal to move the southbound on-ramp to the south, to within 40 feet of the pool. Potential impacts to CRL frogs required Section 7 consultation with the U.S. Department of Fish and Wildlife. Potential impacts have been minimized by design modifications that eliminated a culvert extension that would have displaced the pool. Also, an environmentally sensitive area (ESA) would be established to protect the aquatic habitat and minimize disturbance during construction to uplands within 300 feet. The ESA would be off limits to all construction equipment and personnel. However, the completed project would place traffic slightly closer to the pool, potentially slightly increasing the risk of CRL frog mortality on the highway.

Approximately 25 Santa Barbara honeysuckle plants were found in coastal scrub and grasslands north of Calle Real and west of Cathedral Oaks Drive. Impacts to these plants from Alternative 2 would be avoided by using steeper fill slopes and by using ESA fencing to protect them during construction.

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<sup>2</sup> Rare, threatened or endangered in California and elsewhere

Alternative 2 proposes removal of the railroad overhead, which supports a year-round pallid bat day roost. This roost is a large, maternity colony for Mexican free-tailed bats and at least a winter roost for pallid bats. It has four times the number of bats as other local bridges, and it may be regionally important for migrating bats from colder areas. To mitigate removal of the bat roost, bat habitat must be designed into the new overhead.

Red-tailed hawk nests were observed in eucalyptus trees that would be removed with Alternative 2. To avoid impacts to nesting hawks, the eucalyptus trees must be removed outside of the nesting season (August 15-February 15).

There will be no impacts to wetlands with either alternative. Wetlands were avoided by reconfiguring the southbound off ramp, and they will be protected during construction through the establishment of Environmentally Sensitive Area fencing.

### **Mitigation and Residual Impact:**

Potentially significant impacts to biological resources are not anticipated. The following measure will be included in the project to offset impacts.

BIO-1 Disturbed areas and areas where pavement will be permanently removed shall be replanted. Specific replanting information is included in Section 4.1 Aesthetics/Visual Resources.

BIO-2 The Caltrans biologist shall conduct a thorough search of the removed structure(s) prior to construction to determine if any cliff swallow nests are present. The nests shall be physically destroyed outside of nesting season but prior to the following spring (i.e., after August 1<sup>st</sup> and before February 14<sup>th</sup>). In addition, exclusionary netting will be placed on the structures to prevent the birds from nesting again.

**Plan Requirements:** No plans requirements. **Timing:** Nest removal shall be limited to August 1st through February 15th. Netting will be placed prior to the nesting season. **Monitoring:** The Caltrans biologist shall record the timing of nest removal.

The following measures will be included in the project if Alternative 2 is selected.

BIO-3 An environmentally sensitive area (ESA) shall be established to protect the aquatic habitat of California Red-legged frogs and minimize disturbance to uplands within 300 feet. The ESA would be off-limits to all construction equipment and personnel. In addition to the ESA, avoidance and minimization efforts will be incorporated into the project, as outlined in the Natural Environment Study.

**Plan Requirements:** The boundary of the ESA shall be placed on the construction plans, which will note that activities in the ESA are prohibited. **Timing:** The ESA fencing shall be placed prior to any ground disturbing activities and prior to the introduction of any motorized equipment or materiel stores onto the project site. **Monitoring:** The integrity of the ESA fence and the prohibition on construction activities in the ESA shall be monitored by the construction liaison or the U.S. Fish & Wildlife Service-approved biologist.

BIO-4 The Caltrans biologist shall conduct a thorough search of the UPRR railroad right of way prior to construction to determine if California red-legged frogs are present within the work limits of the existing and new railroad overheads. If frogs are detected, the biologist shall contact U.S. Fish and Wildlife Service to arrange for relocation of the frogs to Bell Canyon.

**Plan Requirements:** The construction plans shall include a note concerning the pre-construction frog survey. **Timing:** Survey and relocation shall occur prior to the arrival of any equipment or materiel, and prior to any ground disturbing activities. **Monitoring:** None required.

- BIO-5 Eucalyptus trees shall be removed from the project site between August 15<sup>th</sup> and February 15<sup>th</sup> in order to avoid disturbance to nesting raptors. If this avoidance is not desirable due to construction scheduling constraints, then a biologist shall conduct a survey to determine if nesting is occurring at the project site. If nesting is not present at the project site, or would not be disturbed by tree removal, then removal of the eucalyptus trees can proceed during the nesting season after consultation with California Department of Fish and Game.

**Plan Requirements:** The location of eucalyptus trees to be removed shall be placed on the construction plans, which will note that tree removal is seasonally restricted. **Timing:** Tree removal shall be limited to August 15<sup>th</sup> through February 15<sup>th</sup>. **Monitoring:** The Caltrans biologist shall record the timing of tree removal.

- BIO-6 The new Hollister Avenue railroad overhead shall incorporate bat habitat with crevice and capacity space equal to that being removed. Bridge designers will work in cooperation with the District biologist to develop an appropriate design. Prior to removing the existing bridge, the crevices on the existing bridge shall be filled with expandable foam or otherwise made bat-proof during October and November, at night, when bats have left the bridge.

**Plan Requirements:** Plans shall include details on the special design requirements for bat habitat. **Timing:** Crevices shall be filled at night during October and November. **Monitoring:** The Caltrans biologist shall record the completion of the bat-proofing.

- BIO-7 An environmentally sensitive area (ESA) shall be established to protect Santa Barbara honeysuckle. The ESA would be off-limits to all construction equipment and personnel.

**Plan Requirements:** The boundary of the ESA shall be placed on the construction plans, which will note that activities in the ESA are prohibited. **Timing:** The ESA fencing shall be placed prior to any ground disturbing activities and prior to the introduction of any motorized equipment or materiel stores onto the project site. **Monitoring:** The integrity of the ESA fence and the prohibition on construction activities in the ESA shall be monitored by the construction liaison or the district biologist.

Source: Natural Environment Study

## 4.5 CULTURAL RESOURCES

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. And Mitig.	Not Signif.
<b>Archaeological Resources</b>				
a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?				X
b. Disruption or removal of human remains?				X
c. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?				X

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>d.</b> Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?				X
<b>Ethnic Resources</b>				
<b>e.</b> Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?				X
<b>f.</b> Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?				X
<b>g.</b> The potential to conflict with or restrict existing religious, sacred, or educational use of the area?				X

### Impact Discussion:

Items a, b, and d) No historic properties or archeological resources are present in the area of potential effect (APE). A portion of the APE would have traversed the margins of a significant prehistoric archeological site, CA-SBA-70, at the intersection of Cathedral Oaks Road and Calle Real, but this site was removed during construction of a recent housing development project (Winchester Commons), after CEQA mitigation.

Item c) Construction of the new interchange will not increase the access to the undisturbed portions of the known archeological site.

Items e, f, and g) No ethnic resources are present in the area of potential effect (APE) at the project site.

Source: Historic Property Survey Report (2005), Negative Archeological Survey Report (1998)

## 4.6 ENERGY

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Substantial increase in demand, especially during peak periods, upon existing sources of energy?				X
<b>b.</b> Requirement for the development or extension of new sources of energy?				X

### Impact Discussion:

Items a, b) The proposed project would not require electrical services, or result in a need for increased energy sources.

## 4.7 FIRE PROTECTION

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Introduction of development into an existing high fire hazard area?				X
<b>b.</b> Project-caused high fire hazard?				X

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>c.</b> Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?				X
<b>d.</b> Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?				X
<b>e.</b> Development of structures beyond safe Fire Dept. response time?				X

**Impact Discussion:**

Items a, c, d) The project would not introduce a development into an existing high fire hazard area.

Item b) Construction of the new overcrossing would require construction equipment and personnel to work in a grassy area where the fire hazard can be moderate to high in the summer and fall. Hence, there will be an increase in fire hazard over existing conditions for a short period of time. This hazard can be mitigated to less than significant levels through the application of standard fire prevention precautions employed during construction and maintenance.

Item e) Not applicable

**4.8 GEOLOGIC PROCESSES**

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?				X
<b>b.</b> Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?				X
<b>c.</b> Permanent changes in topography?				X
<b>d.</b> The destruction, covering or modification of any unique geologic, paleontologic or physical features?				X
<b>e.</b> Any increase in wind or water erosion of soils, either on or off the site?				X
<b>f.</b> Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?				X
<b>g.</b> The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X
<b>h.</b> Extraction of mineral or ore?				X
<b>i.</b> Excessive grading on slopes of over 20%?				X
<b>j.</b> Sand or gravel removal or loss of topsoil?				X
<b>k.</b> Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?				X
<b>l.</b> Excessive spoils, tailings or over-burden?				X

**Impact Discussion:**



Items a, b) The project site is located on the alluvial plain of the Goleta Valley, gradually sloping southward to the ocean. The uppermost geologic material at the project site is the Santa Barbara Formation, composed of yellowish-buff medium to fine grained quartzose sand with interlayered silts and clays. The surface soils at the project site are Milpitas-Positas fine sandy loams on 2-9 percent slopes. This soil has medium runoff rates and moderate erosion hazards. The soils have a low compressibility-collapsible rating, a moderate expansiveness rating, and a low liquefaction potential. The northern branch of the More Ranch earthquake fault is located on Sandpiper Golf Course, about 1,500 feet south of the project site. This fault is considered potentially active with movement within the past 10,000 years. The magnitude of the maximum probable earthquake for the fault is 6.8. The More Ranch fault is part of an extended fault system that includes the Mesa and Arroyo Parida faults to the east. The entire fault system has shown historic movement with a maximum credible earthquake magnitude of 7.5.

The proposed highway overcrossing and railroad overhead will be designed to meet current seismic standards; as such, the project will not create a significant hazard to the public. The purpose of the project is to eliminate the seismic hazard at the existing overcrossing which does not meet current seismic design standards. The project will also be designed to avoid adverse effects of liquefaction, subsidence, and expansive soils.

The cut banks along the railroad tracks currently are eroded due to the soft soil. Selection of Alternative 2 will require removing the existing overhead abutments buried within these banks, disturbing large amounts of soil. To reduce the potential for erosion at these locations, the cut slopes would be laid back at a 2:1 ratio and treated with erosion control.

Item c) Alternative 2 will result in permanent changes in the topography of the project site; however, these changes will be minimal, and new contours will be graded to transition into existing contours in a smooth and natural manner. The estimated cut for the project is about 12,000 cubic meters (15,000 cubic yards), and the estimated fill is about 29,800 cubic meters (39,000 cubic yards.)

Item d) No geological or paleontological features are present at the project site.

Item e) The banks on each side of the railroad tracks consist of very steep, unconsolidated material that is currently eroding due to rainfall and runoff. Construction of the new overhead with Alternative 2 will not require the grading or removal of these banks. However, minor earthwork will be required at the top of the banks to construct abutments for the overhead. In order to minimize erosion, the erosive soil on the embankments below the abutments will be secured with air-blown mortar.

Items f, g, h, l) Not applicable.

Item i) Slopes over 20 percent will not be graded.

Item j) No aggregate material will be excavated from the project site. All topsoil removed for grading purposes will be conserved on site and used in site restoration.

Item k) There may be minor vibrations experienced by residents of Winchester Commons Development during certain construction activities north of the Alternative 2 interchange location (e.g., passage of large trucks on Calle Real or Cathedral Oaks Road) during hauling periods. However, this impact would be minor and temporary, and similar in nature to the vibrations experienced due to other heavy truck traffic on these roads unrelated to the proposed project.

Source: Preliminary Geotechnical Report, Paleontology Report

#### 4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. And Mitig.	Not Signif.
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?				X
b. The use, storage or distribution of hazardous or toxic materials?				X
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?				X
d. Possible interference with an emergency response plan or an emergency evacuation plan?				X
e. The creation of a potential public health hazard?				X
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?				X
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				X
h. The contamination of a public water supply?				X

##### Impact Discussion:

Item a) An Initial Site Assessment (ISA) was conducted to determine the presence of hazardous materials at the project site in accordance with Caltrans standards. The investigation included a site reconnaissance and review of agency records of registered underground storage tanks (USTs); Resource Conservation and Recovery Act (RCRA) generators; landfill sites; Non-Corrective Action RCRA treatment, storage and disposal facilities; and Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) sites. Historic aerial photographs were also examined to characterize past activities on and around the project site.

During the site reconnaissance, no evidence of the presence of hazardous substances was observed within the boundaries of the project site. No evidence of the presence of hazardous substances was observed on the adjacent properties. Several transformers which may or may not contain polychlorinated biphenyl's, are located on nearby power poles; however none of the transformers appeared to be leaking and none were located within the proposed construction area.

There are five hazardous waste site listed in agency databases. One listed site is a portion of the proposed construction area - Chevron #9-4268 - 7952 Hollister Ave. The other sites are located outside the construction area and consist of active and inactive underground storage tanks.

A gas station was located at on the south side of the proposed interchange site (LUFT Site #50242). In March of 1988, samples from soil borings detected hydrocarbons in the vicinity of the tank pit and pump islands to a depth of 20 feet below the ground surface. Groundwater was not detected in any of the borings at the site. The tanks remained in use until the station was demolished in 1993, the gasoline and waste oil tanks were then removed. A vapor extraction system was installed and operated at the site as a means of remediating the contaminated soil. Confirmation soil samples were obtained in February 1997 and the site investigation and remedial action was deemed as complete by the County of Santa Barbara Protection Services Division, Hazardous Materials Unit on September 22, 1997.

A review of the site investigation reports indicated that the tanks and affected soils surrounding the tanks were located in the center of the parcel. Confirmation soils samples at, and adjacent to, the area affected by the remediation indicated that no further action was required. Alternative 2 proposes to extend Cathedral Oaks Road, traversing the tip of the triangular shaped parcel at its west end, about 100 to 125 feet west of the previous location of the underground tanks and affected soils. Hence, construction activities will avoid the previously contaminated (and now remediated) area.

Items b, c) The project will not generate hazardous emissions or involve the handling or storage of acutely hazardous materials or wastes. The new interchange will increase traffic safety conditions because of smoother traffic operations, wider roads with greater visibility, and turn lanes. Hence, the movement of any vehicles with hazardous materials through the new interchange will be safer than under current conditions.

Item d) The proposed project will improve circulation for emergency response vehicles. It will not affect any emergency response plan, nor limit options for future evacuation plans, including emergency responses for incidents at Veneco Oil Facilities along Hollister Avenue. Access across Highway 101 will be maintained at all times during construction.

Items e, f, g, h) Not applicable

Source: Phase I Initial Site Assessment

#### 4.10 HISTORIC RESOURCES

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Adverse physical or aesthetic impacts on a structure or property at least 50 years old and/or of historic or cultural significance to the community, state or nation?				X
<b>b.</b> Beneficial impacts to an historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				X

Item a) No historic properties are present in the area of potential effect at the project site.

Item b) Not applicable

Source: Historic Property Survey Report and Negative Archeological Survey Report

#### 4.11 LAND USE

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Structures and/or land use incompatible with existing land use?				X
<b>b.</b> Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding of mitigating an environmental effect?				X

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. And Mitig.</b>	<b>Not Signif.</b>
<b>c.</b> The induction of substantial growth or concentration of population?				X
<b>d.</b> The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X
<b>e.</b> Loss of existing affordable dwellings through demolition, conversion or removal?				X
<b>f.</b> Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
<b>g.</b> Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
<b>h.</b> The loss of a substantial amount of open space?				X
<b>i.</b> An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X
<b>j.</b> Conflicts with adopted airport safety zones?				X

### Impact Discussion:

Item a) The proposed project would not represent a new or unusual land use at the project site because an existing highway facility would be replaced with a new facility with the same function. However, Alternative 2 would introduce a different physical presence at the project site due to the new locations of the overcrossing, overhead, and highway ramps; cut and fill slopes for ramps; and possibly the new controls at the intersections. The replacement overcrossing structures, such as those being proposed, are common along Highway 101 in Santa Barbara County.

Construction of the proposed project may cause inconvenience to adjacent land uses because there would be the temporary disruption of traffic and minor disruption to existing utilities along the right-of-way. However, this impact would be temporary, localized, and less than significant.

Item b) A detailed analysis of the project's consistency with applicable local and regional plans is provided in the Land Use Study. The results of the study indicated that the project is consistent with local plans.

The project is identified in the approved 1995 Regional Transportation Plan and the approved 1996 Federal Transportation Improvement program, both of which were prepared by the Santa Barbara County Association of Governments.

The proposed project was designated a high priority project in the Goleta Transportation Improvement Plan as an important link to other local roadway improvement projects such as the extension of Cathedral Oaks Road in the Winchester Commons residential development and the realignment of Hollister Avenue in the Sandpiper and Santa Barbara Club Resort & Spa Hotel developments.

The project is consistent with Caltrans' Transportation Concepts Report, which recommends widening of Highway 101 to six lanes in the future, because the new overcrossing will allow for future lanes.

The project was identified in the Regional Transportation Plan and the Federal Regional Transportation Improvement Plan. The Santa Barbara Association of Governments has determined that these plans conform to the State Implementation Plan for Santa Barbara County.

Item c) The proposed project would not induce growth or other development.

Items d through j) Not applicable.

Source: Land Use Study

## 4.12 NOISE

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. and Mitig.</b>	<b>Not Signif.</b>
<b>a.</b> Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?				X
<b>b.</b> Short-term exposure of people to noise levels exceeding County thresholds?			X	
<b>c.</b> Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?			X	

### Impact Discussion:

Item a) Ordinary highway and street traffic does not generate noise levels that exceed County thresholds. Because the function of the bridge(s) and roads will not change, the project will not be a source of noise levels that exceed County thresholds.

Item b) The proposed project would require the use of heavy equipment to construct the overcrossings and grade and pave the roadways and associated structures such as the curbs, gutters and sidewalks. For a typical project of this size, a maximum of four to five pieces of heavy equipment at any one time would be required to perform these tasks. The nearest noise sensitive receptors are residences of the Winchester Commons Development, located directly east of Cathedral Oaks Road.

The proposed overcrossing location for Alternative 2 is approximately 100 m (330 ft) from the nearest home. The overall noise level generated on a construction site could reach a maximum short-term noise level of 88-dBA<sup>3</sup> at a distance of 15 m (50 ft.) The magnitude of construction noise levels varies over time because construction activity is intermittent and power demands on construction equipment are cyclical. The average construction noise levels would be 82-dBA at 15 m (50 ft.) The average noise level from construction activity at the nearest residences would be approximately 67-dBA<sup>4</sup>. This noise level would be audible above the typical daytime ambient noise levels that exist in the area and is therefore considered to be a potentially significant impact. This impact would be reduced to a less than significant level by limiting construction work to daytime hours as much as possible.

Some construction activities will have to be carried out at night when traffic is lightest, and these activities could interrupt sleep. Caltrans staff met with area residents to discuss the impacts of construction activities.

<sup>3</sup> Approximately the volume of a food blender.

<sup>4</sup> Approximately the volume of normal speech.

The most effective measure was determined to be ample notice of noisier construction activities that could disturb normal behaviors. An additional option might be to stagger these activities so they do not occur on consecutive nights. In any case, the Resident Engineer will coordinate nighttime activities so that they cause the least disturbance possible, and maintain close communication with residents in order to address their concerns.

Item c) Construction of Alternative 1 would retain the bridge in its current location, and therefore traffic-related noise would be comparable to current levels. Construction of Alternative 2 would move bridge traffic approximately 190 m (620 ft) closer to the homes at Winchester Commons. Since most of the vehicles accessing the bridge would also have to pass these homes via Calle Real or Cathedral Oaks, their presence on the bridge and the resultant traffic noise would not be noticeable. Noise levels could increase slightly from bridge traffic travelling between Hollister and Calle Real (west of Hollister)/101, which currently does not pass by Winchester Commons, but these traffic numbers are not high enough to generate a substantial noise increase..

A noise model was used to determine the increase in ambient noise levels due to Alternative 2 at residences in the Winchester Commons Development and at Sandpiper Golf Course. Future increases in traffic are expected to increase ambient noise levels by 2 to 3 decibels by 2028 with or without the project. Alternative 2 would raise noise levels by up to an additional 2 decibels in the vicinity of the new interchange only. The results of the noise modeling indicate that noise levels resulting from Alternative 2 would not be significant.

Neither the County of Santa Barbara's 65-dBA CNEL noise standard nor the Caltrans 67-dBA  $L_{eq}$  noise standard would be exceeded at any of the modeled existing noise sensitive receptors. Also, noise level increases at noise sensitive receivers would not exceed any other significance criteria. Hence, the relocation of the interchange would not result in any significant noise impact on nearby noise-sensitive receptors.

### **Mitigation and Residual Impact:**

- NS-1 Construction activity for site preparation and major structural work shall be limited to the hours between 8:00 a.m. and 6:00 p.m., Monday through Friday. No construction work shall occur on state holidays. Non-noise generating construction activities are not subject to these restrictions. It is understood that some night time construction will be necessary to demolish and remove the existing structure, and to construct portions of the new structure.
- NS-2 Advanced notice of the project and the potential impacts from construction noise, dust, glare, and traffic delays shall be placed in local news media at least 1 week in advance of the beginning of construction. This notice is made by the District 5 Public Information Office after advance notice from the project's Resident Engineer.
- NS-3 The contractor shall be required to equip all construction vehicles and equipment with functioning and properly maintained muffler systems, including intake silencers where necessary.
- NS-5 Additional reductions in noise impacts shall be provided by performing noisy operations, such as stockpiling and/or vehicle storage on site, as far away as practicable from the residences along the western and southwestern boundary of Winchester Commons.

**Plan Requirements:** Plans shall indicate the above restrictions. **Timing:** These restrictions shall apply during the duration of construction. **Monitoring:** The on-site foreman shall enforce the restrictions daily basis and document compliance on a weekly basis.

#### 4.13 PUBLIC FACILITIES

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. and Mitig.	Not Signif.
a. A need for new or altered police protection and/or health care services?				X
b. Student generation exceeding school capacity?				X
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?				X
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?				X

##### Impact Discussion:

The proposed project would not create a need for additional public facilities.

#### 4.14 RECREATION

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. and Mitig.	Not Signif.
a. Conflict with established recreational uses of the area?				X
b. Conflict with biking, equestrian and hiking trails?				X
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?				X

##### Impact Discussion:

Item a) The project site is not used for recreational purposes; as such, the proposed project will not affect recreation.

Item b) The alternative accommodate bike lanes; there will be no conflict with existing or future bike lanes. No hiking or equestrian trails are present at or near the project site.

Item c) The proposed project is not expected to increase the use of existing recreational facilities in the project vicinity, such as Santa Barbara Shores Regional Park and Sandpiper Golf Course because it will not provide a new access to these facilities, only a relocated access.

#### 4.15 TRANSPORTATION/CIRCULATION

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. and Mitig.	Not Signif.
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?				X
b. A need for private or public road maintenance, or need for new road(s)?				X
c. Effects on existing parking facilities, or demand for new parking?				X

<b>Will the proposal result in:</b>	<b>Known Signif.</b>	<b>Unknown Poten. Signif.</b>	<b>Poten. Signif. and Mitig.</b>	<b>Not Signif.</b>
<b>d.</b> Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?				X
<b>e.</b> Alteration to waterborne, rail or air traffic?				X
<b>f.</b> Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?				X
<b>g.</b> Inadequate sight distance?				X
Ingress/egress?				X
General road capacity?				X
Emergency access?				X
<b>h.</b> Impacts to Congestion Management Plan system?				X

### Impact Discussion:

Item a) The proposed project will not generate new traffic or otherwise increase the traffic volume. The proposed Alternative 2 highway overcrossing and railroad overhead will have three lanes instead of the current two lane structures; hence, traffic circulation will improve. The Alternative 2 reconfiguration of the intersections at Cathedral Oaks Road/Calle Road and Cathedral Oaks Road/Hollister Avenue will also remove existing turning movement conflicts and therefore, increase traffic circulation and safety.

Construction activities will cause periodic closures of ramps and the overcrossing at the interchange site during the 18-month construction period, with the exception of the northbound off-ramp at Winchester Canyon Road, which will not be closed at any time. Traffic on both sides of the highway could be detoured to the Glen Annie/Storke Road interchange. The detours will cause an inconvenience to motorists, but would be temporary and periodic in nature. Hence, this is considered a less than significant impact.

Item b) The proposed project represents a replacement of an existing structure and roadway; as such, there will be no net increase in maintenance requirements. The replacement of the structure will not result in the need for new roads.

Item c) No parking areas will be affected by the project.

Item d) Existing transit stops will remain in place during and after construction. Alternative 2 will alter the existing traffic circulation pattern by removing a circuitous route to cross Highway 101 and replacing it with a direct route. The overall operational efficiency of the interchange will improve, as well as the safety factors. No new traffic safety hazards will be introduced.

Item e) Not applicable.

Item f) The proposed project will include Class II bike lanes on the overcrossing and overhead. All curb ramps will conform with Americans with Disabilities Act and current state and county standards. Sidewalks will also be provided on the overcrossing and overhead. These improvements will enhance safety conditions for pedestrians and cyclists.

Item g) The proposed project will improve sight distance conditions, ingress/egress conditions, general road capacity, and emergency access compared to the existing roadway and overcrossing.

Item h) Not applicable.



#### 4.16 WATER RESOURCES/FLOODING

Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. and Mitig.	Not Signif.
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				X
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?				X
c. Change in the amount of surface water in any water body?				X
d. Discharge into surface waters, or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?			X	
e. Alterations to the course or flow of flood water or need for private or public flood control projects?				X
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis?				X
g. Alteration of the direction or rate of flow of groundwater?				X
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X
i. Overdraft or overcommitment of any groundwater basin? Or, a significant increase in the existing overdraft or overcommitment of any groundwater basin?				X
j. The substantial degradation of groundwater quality including saltwater intrusion?				X
k. Substantial reduction in the amount of water otherwise available for public water supplies?				X

##### Site Conditions:

The project site is primarily located within two watersheds, Devereux Creek and Bell/Winchester Canyon Creek. The UPRR railroad right of way east of the existing overhad drains to the east along the railroad bed. The drainage is highly ephemeral and does not resemble a creek. The drainage enters the Residences at Sandpiper project site about one mile east of the project site. The Residences at Sandpiper project site contains a tributary to Devereux that traverses the property, extending from the UPRR right of way to Hollister Avenue. This drainage has eroded banks and is vegetated by annual grasses, coyote brush, and scattered eucalyptus trees. It passes under Hollister Avenue through a 30-inch high square concrete culvert, then traverses a portion of the golf course.

The project site is also located in the Bell/Winchester Canyon watershed. Most of the site drains directly or indirectly to Bell Canyon Creek. For example, the Winchester Commons area north of the highway along Calle Real drains to the highway right-of-way and is conveyed overland along the right-of-way to the bottom of the canyon where it enters a storm drain to Bell Canyon Creek between Highway 101 and Calle Real. Runoff on the highway also is conveyed by overland flow to this same drain inlet. Runoff on the railroad right-of-way is conveyed by overland flow and seepage in the alluvium to Bell Canyon Creek.

Bell Canyon Creek upstream of Highway 101 traverses an agricultural area with both orchards and row crops. It contains a very dense corridor of riparian woodland, containing willow and sycamore trees. The creek passes under Highway 101 through a large concrete arch culvert, then under the new bridge on the Hyatt Hotel access road. The creek south of the highway also contains riparian woodland, although not as dense or continuous. The creekbed contains deep deposits of loose silt.

## **Impact Discussion:**

Items a, d) The project would involve soil excavation, removal of ground cover, and construction of fill slopes during at least one winter season, there is the potential for erosion with subsequent sedimentation that could ultimately reach Bell Canyon and Devereux creeks. The construction disturbance area for Alternative 2 encompasses about 6.7 hectares (17.3 acres). About 3.5 hectares (7.8 acres) of this area would be directly disturbed by grading or paving. The remainder of the construction zone would be mostly undisturbed, except for possible equipment parking or access.

During and immediately after grading, cut and fill slopes would be subject to potential water erosion if there is a significant rain event. Other construction-related activities that have the potential to adversely affect water quality include asphalt paving of the roadway surface and concrete work. Paints, solvents, fuels, lubricants and other materials associated with the construction equipment and activities can also adversely affect water quality if improperly used or stored at the project site.

Because more than five acres of land area would be disturbed during construction of the project, the contractor must comply with the state General Permit to Discharge Storm Water Associated with Construction Activity (General Construction Permit). The General Permit includes requirements to implement appropriate pollution prevention control measures and/or Best Management Practices (BMPs) to achieve water quality standards, monitor storm water discharges, maintain monitoring records, and prepare a Storm Water Pollution Prevention Plan (SWPPP) for the construction activities.

Implementation of a SWPPP prepared in accordance with the General Construction Permit requirements would ensure that the water quality and beneficial uses of Bell Canyon and Devereux creeks downstream of the project site are protected, and that any impact would be less than significant. Mitigation Measure WQ-1 (see below) would provide additional assurances that significant construction-related sedimentation of Bell Canyons and Devereux creeks is avoided.

The proposed project would not increase the volume of traffic through the project site, nor would it introduce new types of vehicles (with potentially hazardous materials) that are not already allowed on the project site roads. Hence, the pollutant loading from vehicles to stormwater runoff would be the same as under current conditions.

Currently, runoff from the existing paved roadways drains by sheet flow onto the unvegetated median and the unpaved areas of the right-of-way. Most of these areas drain to Bell Canyon Creek. Hence, stormwater pollutants which may be associated with the interchange runoff or potential spills of materials on the roadways could reach Bell Canyon Creek. These discharges have the potential to adversely affect water quality in the creek. The General Construction Permit requires management of post-construction stormwater discharge which would include diverting stormwater runoff into grassy swales or vegetated strips for percolation and removal of pollutants and sediments during the operation of the new interchange.

Based on the above considerations, impacts to the water quality and beneficial uses of Bell Canyon Creek are considered potentially adverse, but not significant. Mitigation Measure WQ-2 (see below) would provide additional assurances that operational-related stormwater runoff into Bell Canyon Creek would not result in significant water quality or biological impacts.

Item b) The proposed project would not alter local surface drainage and runoff patterns because it would not create significant new topographic relief and fill slopes. The overall drainage patterns at the project site will not be affected because drainage will not be redirected, nor will any new drainage channels or conveyance be constructed.

Alternative 2 will increase increasing the amount of impervious surfaces at the project site by 675 square meters (18,000 square feet). The small amount of new paved surface is not expected to significantly increase runoff at the project site, and therefore, to Bell Canyon Creek or Devereux Creek.

Item c) Not applicable.

Items e, f) The project would not occur in a 100-year floodplain as shown on the Federal Insurance Rate Map or as mapped by FEMA. Hence, it would not alter the floodplain nor alter flood flows. In addition, the proposed project would not expose people to new flood hazards. The project site is not susceptible to sieches, tsunamis, or mudflows.

Items g through j) The project will not involve the use or extraction of groundwater, nor would the project involve excavations that would expose groundwater. Alternative 2 would increase the amount of impervious surfaces at the project site by 675 square meters (18,000 square feet). However, this reduction in potential recharge area would be negligible and is not expected to adversely affect local or regional groundwater resources. Runoff from the impervious surfaces would be directed to grassy swales and earthen drainages before emptying into Bell Creek, thereby providing opportunity for recharge.

Item k) Not applicable.

### **Mitigation and Residual Impact:**

The proposed project could cause a temporary increase in on-site erosion, potentially causing sedimentation to Bell Canyon or Devereux Slough. In addition, runoff from the completed interchange may contain vehicle-associated contaminants that may also reach these drainages. Significant water quality impacts would be avoided due to the water quality protection measures required as part of the General Construction Stormwater Permit required by the State Water Resource Control Board. Additional water quality protection measures for construction- and operation-related impacts are provided in Mitigation Measures WQ-1 and WQ-2.

WQ-1 The Storm Water Pollution Prevention Plan to be prepared under the provisions of Construction General Storm Water Permit should specifically include measures to: (1) prevent erosion from the construction site and from the post-construction site that could cause sedimentation into Bell Canyon and Devereux creeks; and (2) prevent discharge of construction materials, contaminants, washings, concrete, fuels, and oils into Bell Canyon Creek or Devereux Creek. These measures should include, at a minimum, physical devices to prevent sedimentation and discharges (e.g., silt fencing, hay bales), and routine monitoring of these devices and the conditions of Bell Canyon and Devereux creeks downstream of the project site. BMPs should be developed based on the following guidance manuals: California Storm Water Best Management Practice Handbook (Stormwater Quality Task Force, 1993) and Caltrans Storm Water Quality Handbook – Construction Contractor's Guide and Specifications (Caltrans, 1997).

#### **Stockpile Management BMPs**

- Provide silt fencing, straw logs, or hay bales around the base of the stockpiles to intercept sediment and inhibit the flow of sediment-laden runoff from the stockpiles.
- Construct diversions, containment berms or dikes around stockpiles to divert runoff around the stockpiles and to prevent sedimentation of downslope areas.
- Hydroseed stockpiles with native grasses to provide a grass cover throughout the year to prevent wind and water erosion if the stockpiles will be inactive for more than 60 days.
- Use soil binders on stockpiles in lieu of temporary grass cover in the summer season if watering of the grass cover is infeasible.

### Grading and Filling BMPs

- Place silt fences, straw logs or hay bales around areas to be graded, especially cut and fill slopes to intercept any loose material that could erode onto the highway during construction.
- Place silt fences, straw logs or hay bales around the drain inlet to Bell Canyon Creek on the north side of Highway 101 and on the east bank of Bell Canyon Creek south of the highway to prevent erodible material from entering the creek.
- Use soil binders, temporary mulches or erosion control blankets or hydroseeding for temporary slopes that would be exposed to wind and water erosion prior to beginning work.
- Convey drainage from equipment laydown and parking areas through a sediment basin where sediments and contaminants can be trapped and water quality can be monitored.
- Stabilize construction entrances to the project site with gravel. This will help prevent sediment tracking from the construction area to paved roads.
- Install diversion dikes or ditches to divert runoff around active graded areas.

### Dewatering BMPs

- Install sediment controls (either a sediment trap or sediment basin) to collect water from any dewatering operations. Filter out sediment from the sediment trap or sediment basin using a sump pit and perforated or silt standpipe with holes and wrapped in filter

### Waste Management BMPs

- All construction vehicles and equipment that enter the construction and grading areas will be properly maintained (off-site) to prevent leaks of fuel, oil and other vehicle fluids.
- Conduct equipment and vehicle fueling off-site. If refueling is required at the project site, it will be done within a bermed area with an impervious surface to collect spilled fluids.
- Prepare a spill prevention/spill response plan for the project site that includes training, equipment and procedures to address spills from equipment, stored fluids and other materials.
- Place all stored fuel, lubricants, paints and other construction liquids in secured and covered containers within a bermed area.
- Conduct any mixing and storage of concrete and mortar in contained areas.
- Ensure that all equipment washing and major maintenance is prohibited at the project site, except for washdown of vehicles to remove dirt which must only occur in a bermed area.
- Remove all refuse and excess material from the site as soon as possible

**Plan Requirements:** The construction plans and specification shall incorporate the Storm Water Pollution Prevention Plan. **Timing:** A SWPPP shall be completed as part of final plans and specifications. A Notice of Intent shall be submitted to the State Water Resources Control Board prior to construction. All BMPs shall be installed one month prior to anticipated winter rains, and maintained throughout the construction period. **Monitoring:** A on-site erosion control manager shall perform daily inspections during the winter, and document compliance with the SWPPP on a weekly basis.

WQ-2 The proposed roadways and ramps should include current Caltrans design features to reduce pollutant loads in stormwater runoff, such as vegetated drainage channels or grassy areas. Stormwater from new ramps and roadways should not be discharged directly into Bell Canyon Creek.

**Plan Requirements:** The construction plans and specification shall incorporate vegetated grassy swales that will assist in percolation of runoff and removal of roadway pollution. **Timing:** The

plans for the swales shall be completed as part of final plans and specifications. **Monitoring:** Successful installation of these features shall be documented during final inspection.

Source: Water Quality Study

## 5.0 INFORMATION SOURCES

### 5.1 County Departments Consulted

Police, Fire, Public Works, Flood Control, Parks, Environmental Health, Special Districts, Regional Programs, Other : \_\_\_\_\_

### 5.2 Comprehensive Plan

<u>  X  </u>	Seismic Safety/Safety Element	<u>  X  </u>	Conservation Element
<u>  X  </u>	Open Space Element	<u>  X  </u>	Noise Element
<u>  X  </u>	Coastal Plan and Maps	<u>  X  </u>	Circulation Element
<u>  X  </u>	ERME	_____	

### 5.3 Other Sources

<u>  X  </u>	Field work	_____	Ag Preserve maps
<u>  X  </u>	Calculations	_____	Flood Control maps
<u>  X  </u>	Project plans	<u>  X  </u>	Other technical references (reports, survey, etc.)
<u>  X  </u>	Traffic studies	_____	_____
_____	Records	<u>  X  </u>	Planning files, maps, reports
_____	Grading plans	<u>  X  </u>	Zoning maps
_____	Elevation, architectural renderings	<u>  X  </u>	Soils maps/reports
_____	Published geological map/reports	_____	Plant maps
<u>  X  </u>	Topographical maps	<u>  X  </u>	Archaeological maps and reports

The following reports were prepared by URS Greiner Woodward-Clyde for the County of Santa Barbara for a project consisting of only Alternative 2. Updates and revisions were made by Caltrans technical staff to include information pertaining to Alternative 1.

- ◆ Natural Environmental Study, January 1999 (revised by URS August 2001, Caltrans May 2005)
- ◆ Air Quality Impact Study, August 1999 (updated by URS August 2001, Caltrans May 2005)
- ◆ Noise Impact Study, January 1999 (updated by URS August 2001, Caltrans February 2005)
- ◆ Water Quality Impact Study, August 1999 (updated by URS August 2001, Caltrans October 2004)
- ◆ Phase I Initial Site Assessment, January 1999 (updated by URS August 2001)

The following reports were prepared by Caltrans technical staff for the proposed project:

- ◆ Visual Impact Assessment Addendum (to the Initial Study), November 2004
- ◆ Negative Historic Property Survey Report, 1998 (updated March 2005)
- ◆ Preliminary Geotechnical Report, March 2005
- ◆ Paleontology Study, May 2005

Other reports used: Winchester Commons Final EIR and Supplemental FEIR (S.B. County, 1987, 1989), Sandpiper Golf Course Expansion EIR (S.B. County, 1995) ; Associated Transportation Engineers traffic analysis (appendix in Project Report.)

## 6.0 CUMULATIVE IMPACT SUMMARY

The project has the potential for significant impacts related to construction noise and construction-related erosion. Because these impacts are short-term, they will not contribute to cumulative impacts.

Alternative 2 has potential for significant impacts on California red-legged frog through displacement of upland habitat and isolation of aquatic habitat. Construction of the Residences at Sandpiper would likely have similar impacts. The development would create a barrier to the south, leaving open the potential frog dispersal corridors to the east and west. Hollister Avenue may already substantially prevent movement between the golf course and the culvert outlet pool. The Residences at Sandpiper would also displace upland habitat near the culvert outlet pool.

The proposed Hollister Overcrossing project would not further isolate aquatic habitat and, therefore, would not contribute to a cumulative loss of habitat connectivity. The proposed project would contribute to a cumulative loss of upland habitat surrounding the culvert outlet pool and overall habitat degradation, although this project's contribution is very small and not considered significant.

## 7.0 MANDATORY FINDINGS OF SIGNIFICANCE

	Known Signif.	Unknown Poten. Signif.	Poten. Signif. and Mitig.	Not Signif.
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?				X
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)				X
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Item 1) The proposed project will not result in an overall degradation of the environment because it will not affect sensitive resources and will not substantially alter or modify the local environment. It will not substantially reduce fish and wildlife habitat and populations, significantly affect rare or endangered species, or affect archeological and historic resources.

Item 2) There is no expected disadvantage to long-term environmental goals for the area.

Item 3) The project would not result in any significant cumulative impacts with other nearby projects. There are two major projects near the project site – Sandpiper Golf Course Renovation and The Residences at Sandpiper. The former involved the following improvements to the existing golf course within its current boundaries: reconfigure course layout; regrade and replant most of the course; build a new clubhouse and golf school; reconfigure the parking lot; restore several sensitive habitats on the course; and subdivide the property for financing purposes. A CEQA document was prepared for this project and construction has been completed.

The undeveloped land between Hollister Avenue and the railroad are part of a project called The Residences at Sandpiper. The project includes 119 units, with 20 percent reserved as affordable units.

Permits are in process and the construction date is unknown at this time. The layout and planned land uses for The Residences at Sandpiper would not affect the lane configurations or intersection at Hollister Ave and Cathedral Oaks Road. The western portion of the site would be accessed directly from Hollister Avenue and the eastern portion would take access from Las Armas Road. Perimeter walls would be constructed on the northern boundary (next to the railroad and Highway 101 corridors) and western boundaries (next to the new Hollister Avenue interchange) of the project site.

Item 4) The proposed project would affect human beings by nuisance impacts, including increased noise, dust, traffic, and delays during construction. These impacts are temporary and not considered substantial.

## 8.0 RECOMMENDATION

On the basis of the Initial Study, I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the project would successfully mitigate the potentially significant impacts. A Mitigated Negative Declaration will be prepared.

---

Larry Newland, AICP  
Environmental Branch Chief, Central Region

Date

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Paul P. Martinez  
Project Management, District 5

Date

## 9.0 TITLE VI

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

## 10.0 LIST OF PREPARERS

The following people were principally responsible for preparing the Initial Study and technical reports:

### Caltrans

**Paula Huddleston:** Associate Environmental Planner. B.A. in Anthropology. Updated the Initial Study.

**Dave Hacker:** Associate Environmental Planner (Natural Sciences). B.S. Natural Resource Management. Updated the Natural Environment Study.

**Terry Joslin:** Associate Environmental Planner (Cultural Resources). B.S. Anthropology. Updated the Historic Property Survey Report.

**Wayne Mills:** Transportation Engineer. B.A. Social Science, B.A. Earth Science. Updated the Air Quality and Noise technical reports. Prepared the Paleontology Report.

**Isaac Leyva:** Engineering Geologist. B.S. Geology. Updated the Water Quality Impact Study.

**Bob Carr:** Landscape Architect. B.S. Landscape Architecture, registered Landscape Architect. Updated the study on visual quality impacts.

**Ron Richman:** Professional Engineer, Certified Engineering Geologist. B.S. in Geology, M.S. Civil Engineering. Prepared the Preliminary Geotechnical Report.

### **Consultants**

**URS Greiner Woodward-Clyde**, Santa Barbara, CA. Prepared Initial Study and most technical studies.

Other members of the project team include:

**Steve Andris:** Transportation Engineer, registered Professional Engineer. B.S. Civil Engineering.

**David Fapp:** Senior Transportation Engineer, registered Professional Engineer. B.S. Civil Engineering.

**Paul Martinez:** Project Manager, registered Professional Engineer. B.S. Civil Engineering.

**Larry Newland:** Senior Environmental Planner. B.A. History; member American Institute of Certified Planners.

## **11.0 ATTACHMENTS**

Figure 1 Location of Project Site

Figure 2 Layouts



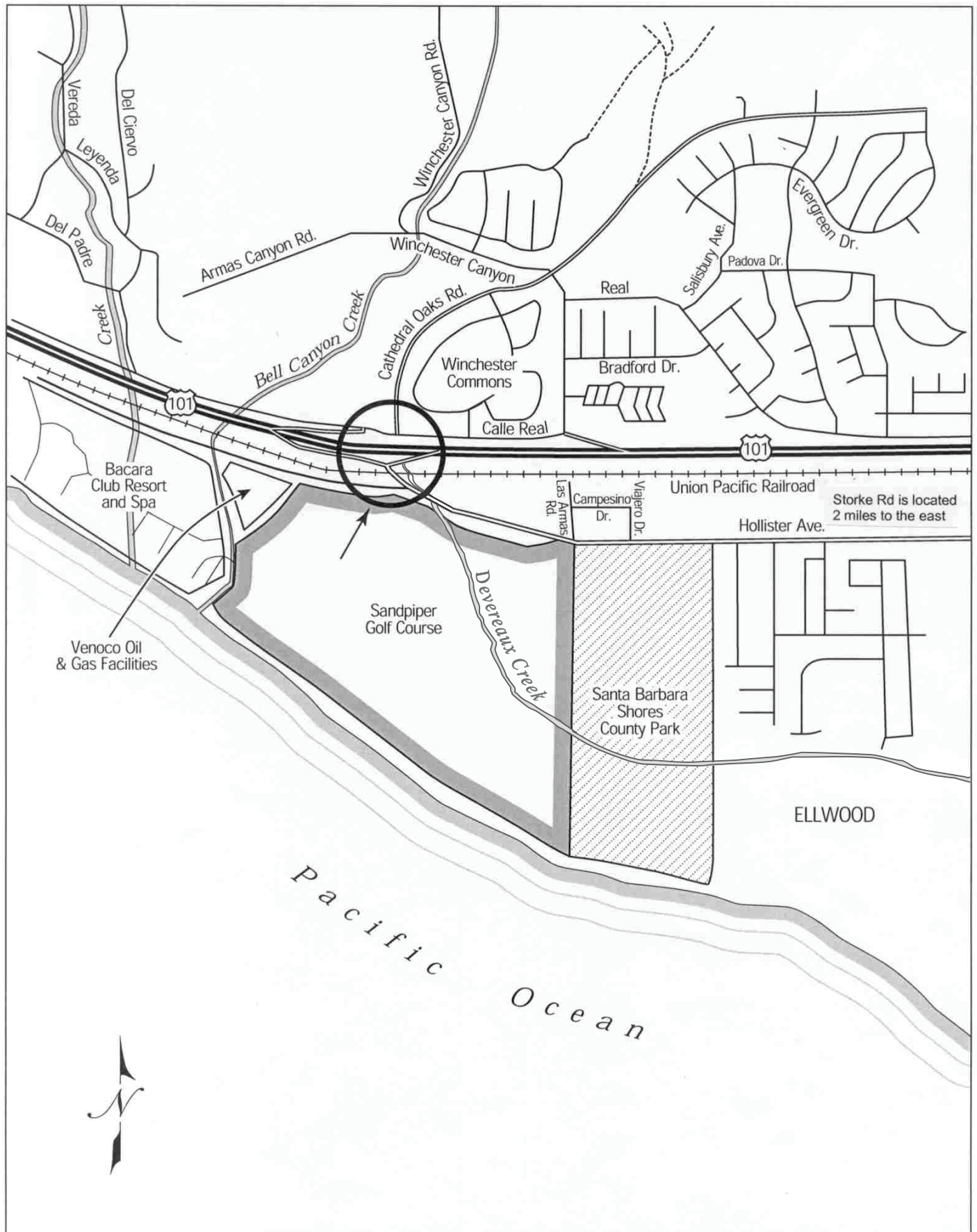
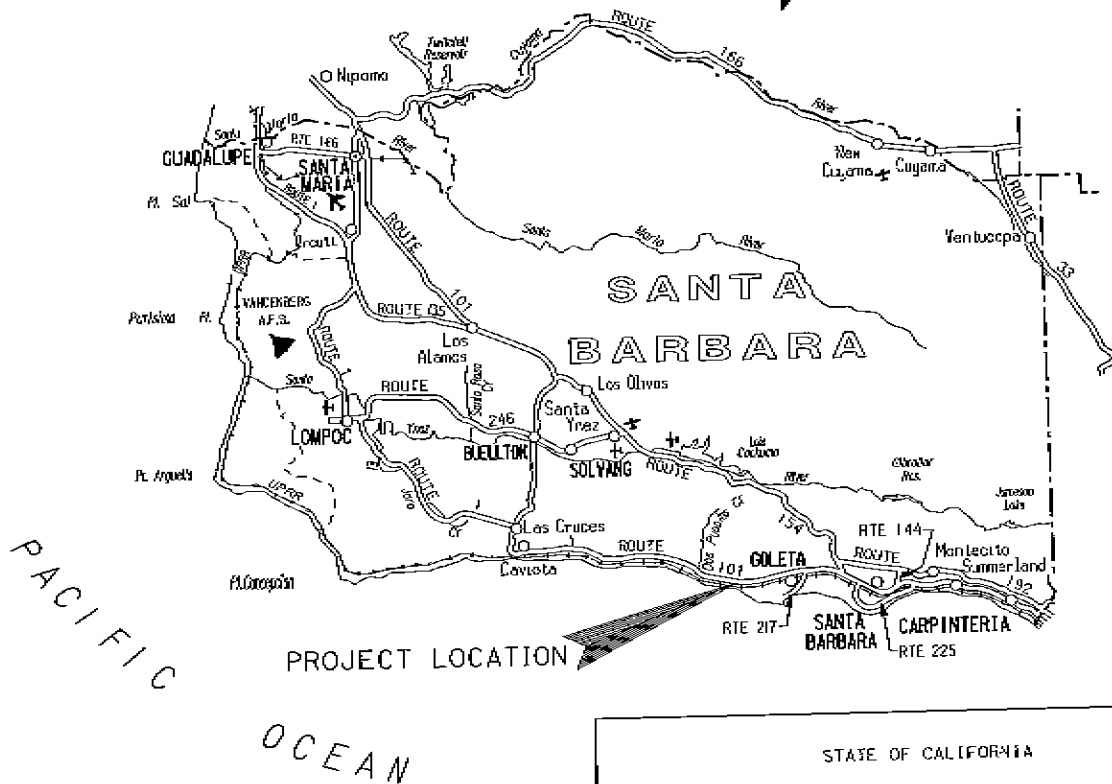


Figure 1. Location of Project Site



LOCATION MAP

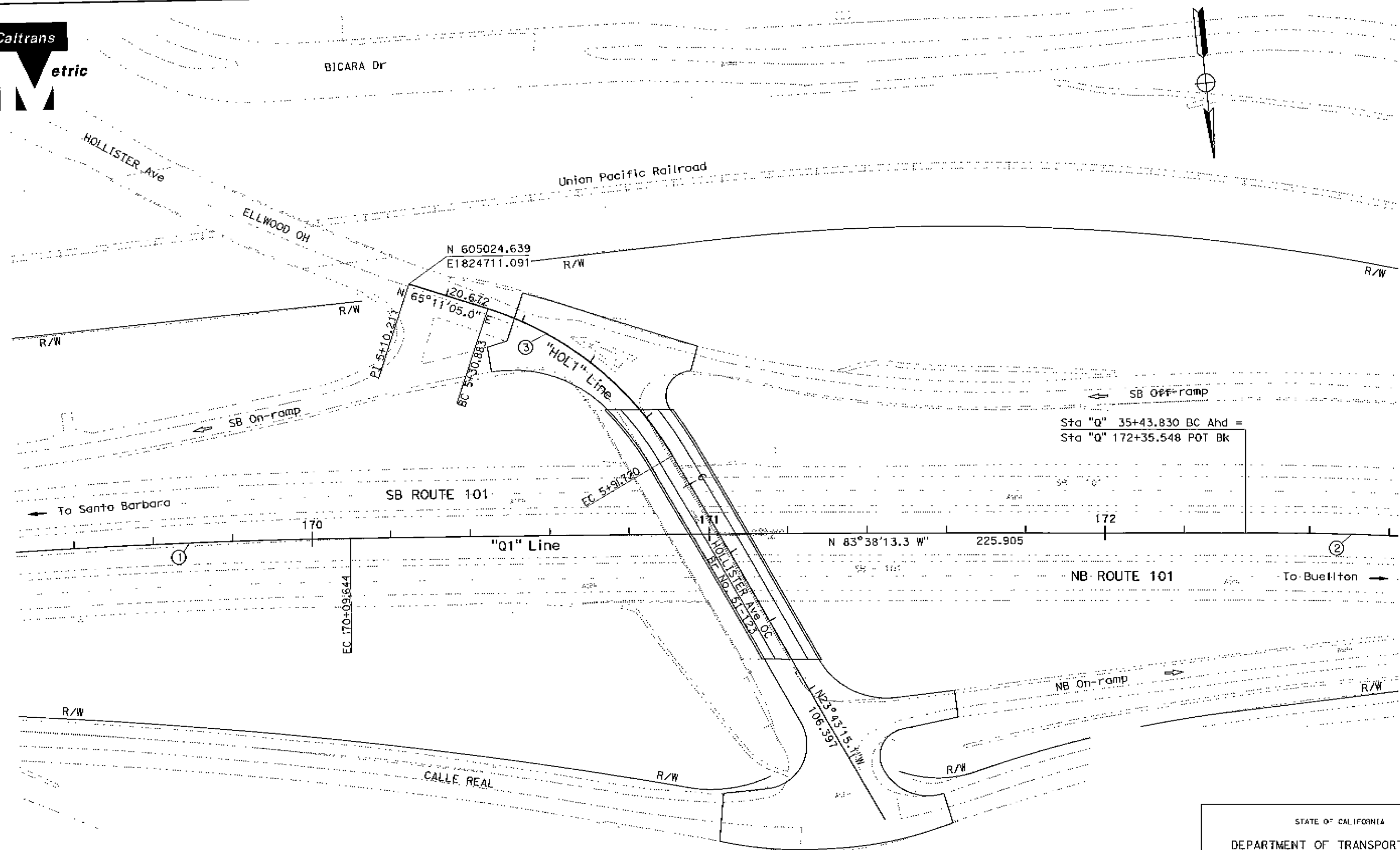


PROJECT LOCATION

STATE OF CALIFORNIA					
DEPARTMENT OF TRANSPORTATION					
DISTRICT 5					
On Route 101					
In Santa Barbara County In Goleta					
From 0.7 km South to 0.3 km North					
of Hollister Avenue Overcrossing					
VICINITY MAP					
CO.	RTE.	K.P.	SCALE	DATE	INDEX
SB	101	42.6/43.6	NONE	4/05	

P.E.W.A. 05-371500

Attachment B-1



CURVE TABLE

NO	R	Δ	T	L
①	1814.478	5°46'19.6"	91.475	182.795
②	903.733	18°20'55.1"	145.957	289.415
③	84.067	41°27'50.0"	31.820	60.838

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 5

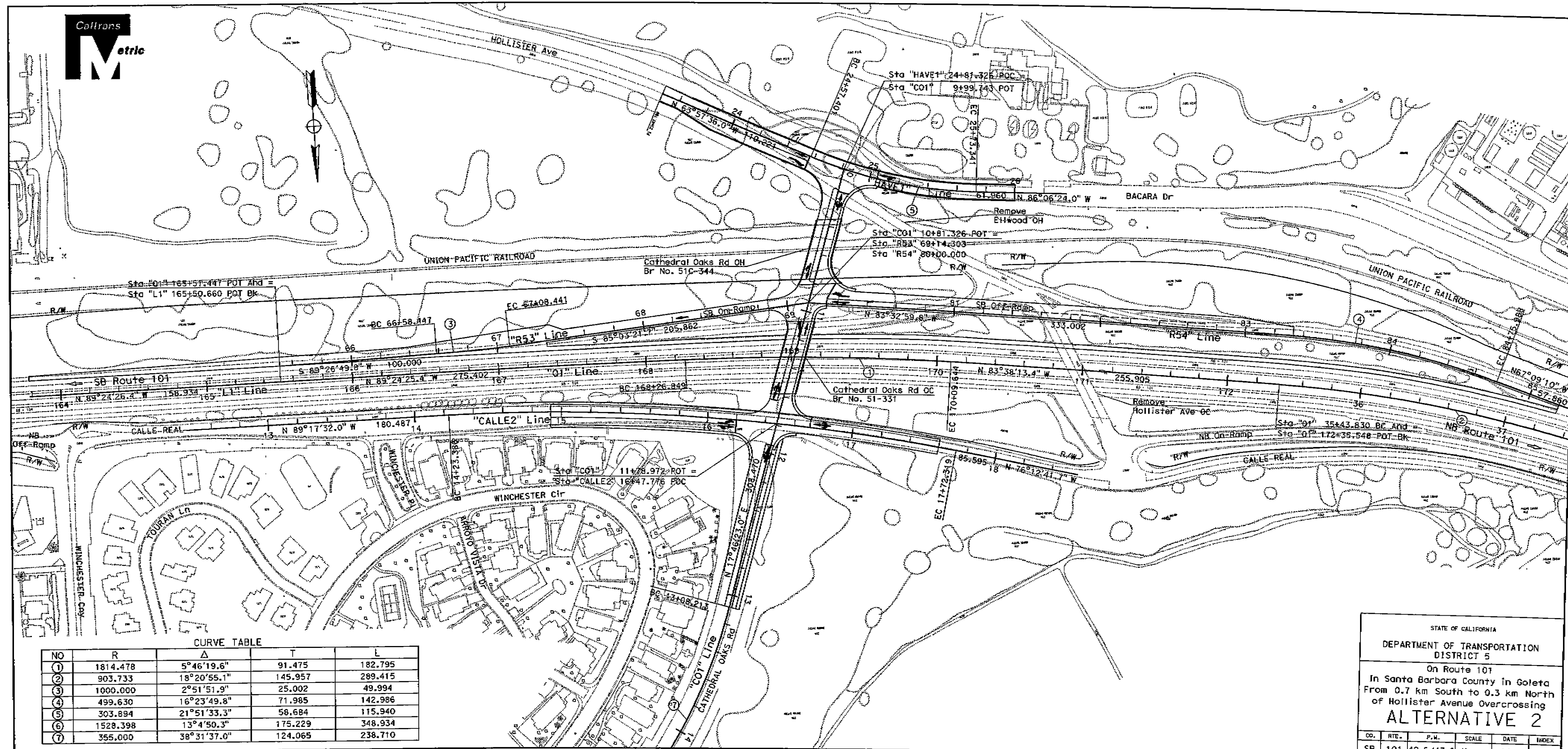
On Route 101  
In Santa Barbara County In Goleta  
From 0.7 km South to 0.3 km North  
of Hollister Avenue Overcrossing

ALTERNATIVE 1

CO.	RTE.	K.P.	SCALE	DATE	INDEX
SB	101	42.6/43.6	1:1000	4/05	

P.E.W.A. 05-371500

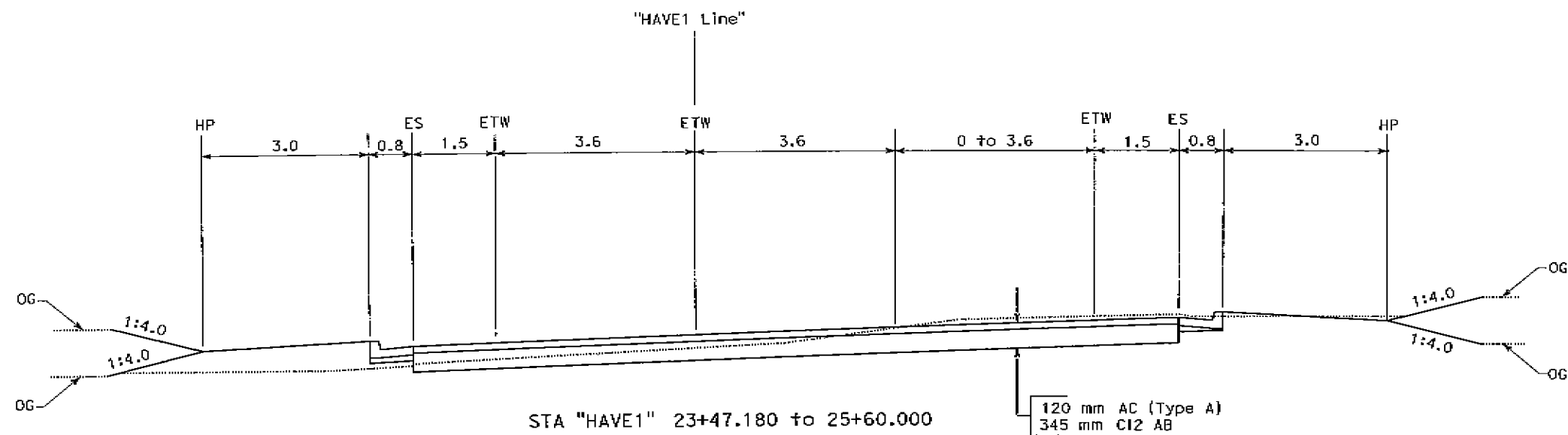
ATTACHMENT C-1



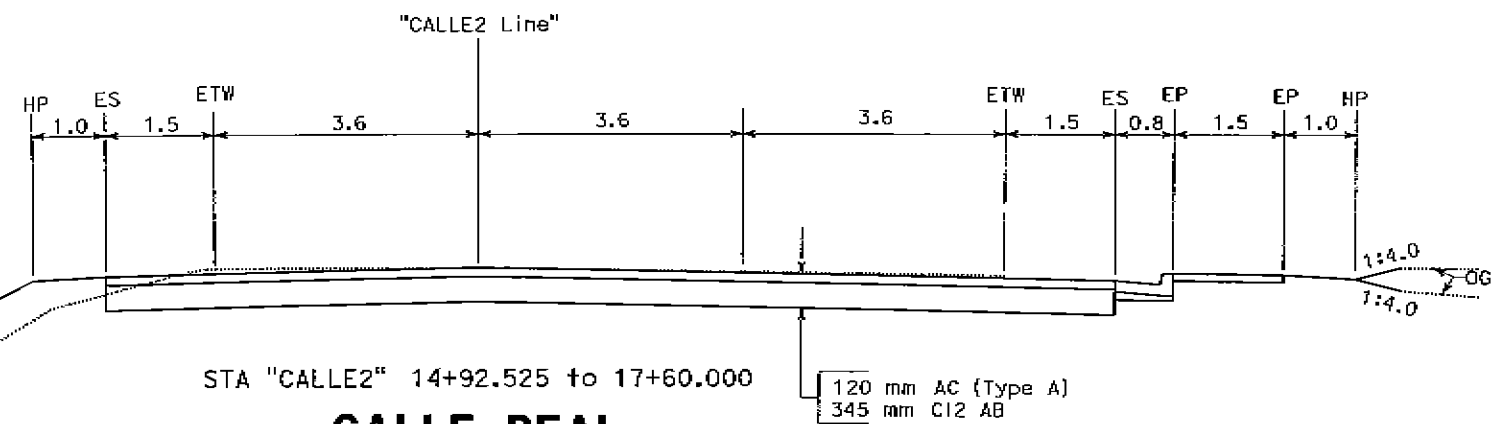
CURVE TABLE

NO	R	Δ	T	L
①	1814.478	5°46'19.6"	91.475	182.795
②	903.733	18°20'55.1"	145.957	289.415
③	1000.000	2°51'51.9"	25.002	49.994
④	499.630	16°23'49.8"	71.985	142.986
⑤	303.894	21°51'33.3"	58.684	115.940
⑥	1528.398	13°4'50.3"	175.229	348.934
⑦	355.000	38°31'37.0"	124.065	238.710

STATE OF CALIFORNIA				
DEPARTMENT OF TRANSPORTATION				
DISTRICT 5				
On Route 101				
In Santa Barbara County in Goleta				
From 0.7 km South to 0.3 km North				
of Hollister Avenue Overcrossing				
ALTERNATIVE 2				
CO.	RTE.	P.W.	SCALE	DATE
SB	101	42.6/43.6	None	4/05
P.E.W.A.				05-371500
ATTACHMENT C-2				



### HOLLISTER Ave



### CALLE REAL

STATE OF CALIFORNIA

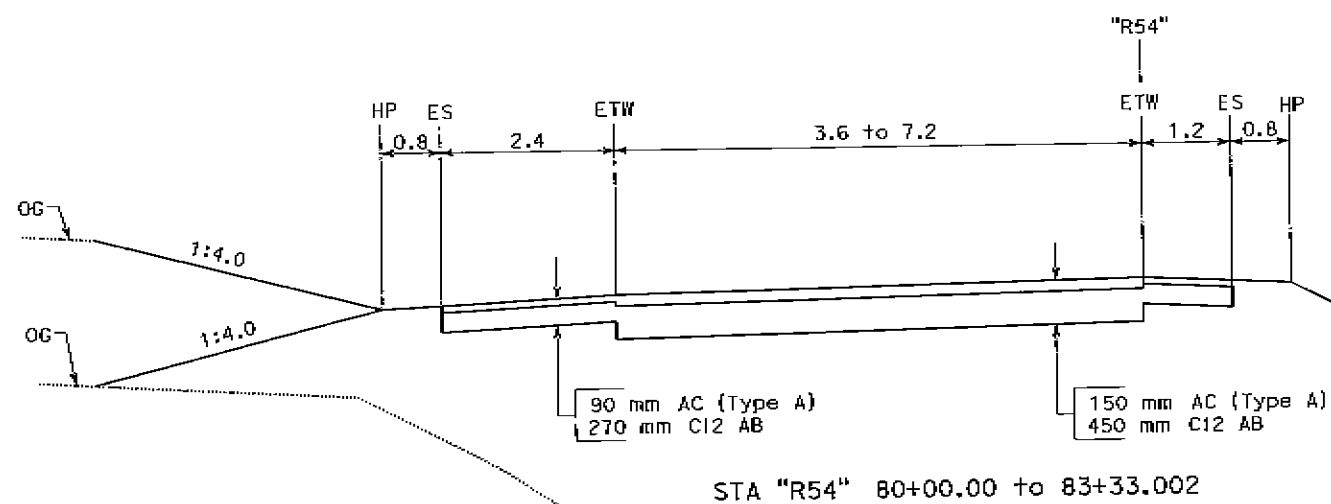
DEPARTMENT OF TRANSPORTATION  
DISTRICT 5

IN SANTA BARBARA COUNTY IN GOLETA  
FROM 0.7 km SOUTH TO 0.3 km NORTH  
OF HOLLISTER AVENUE OVERCROSSING

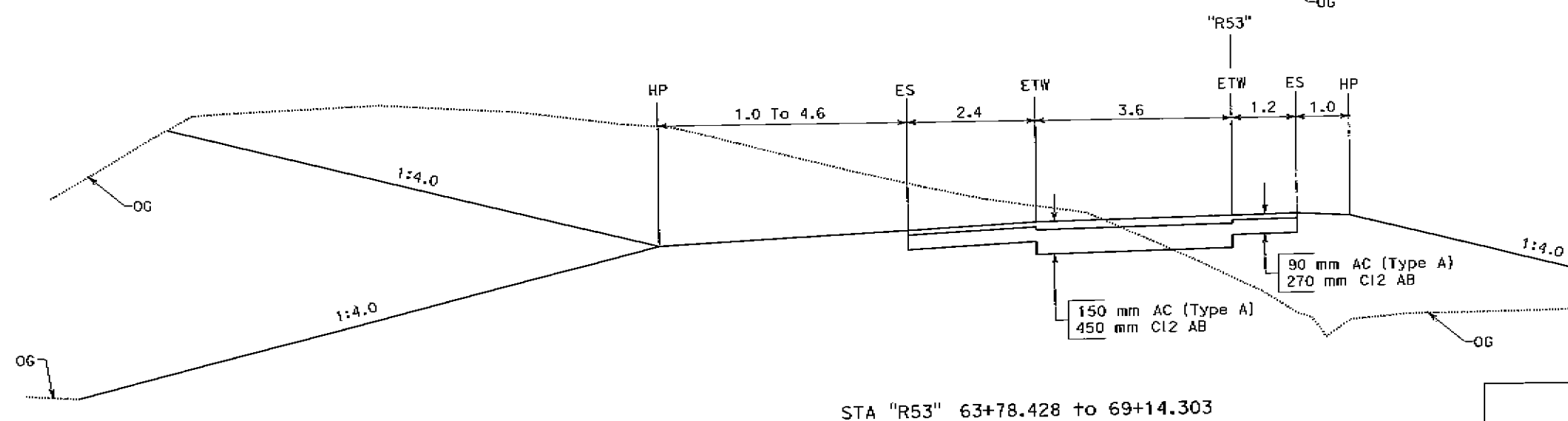
### ALTERNATIVE 2 TYPICAL CROSS SECTIONS

CO.	RTE.	K.P.	SCALE	DATE	INDEX
SB	101	42.6/43.6	No Scale	8/2005	

P.E.W.A. 05-37150K



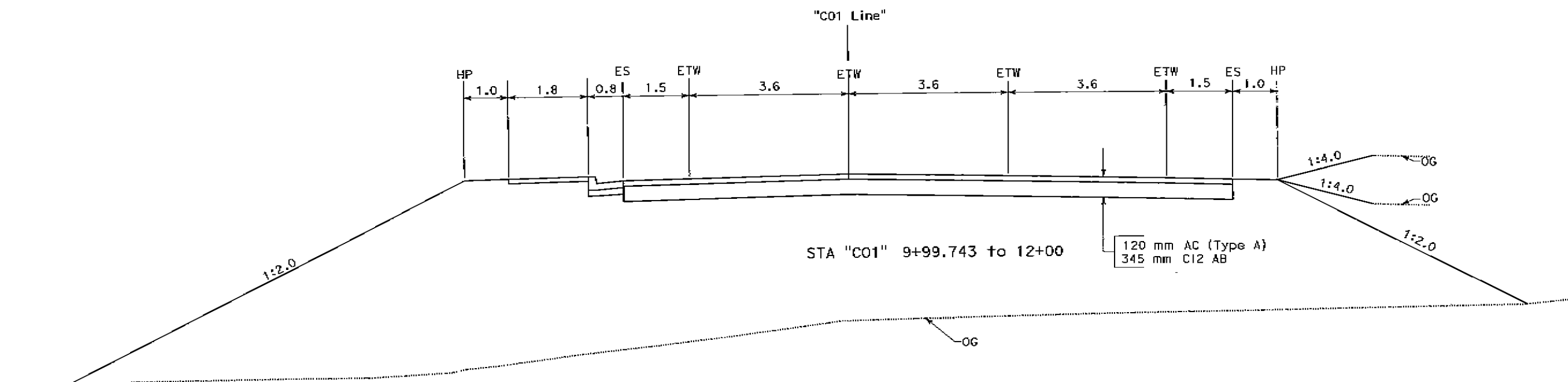
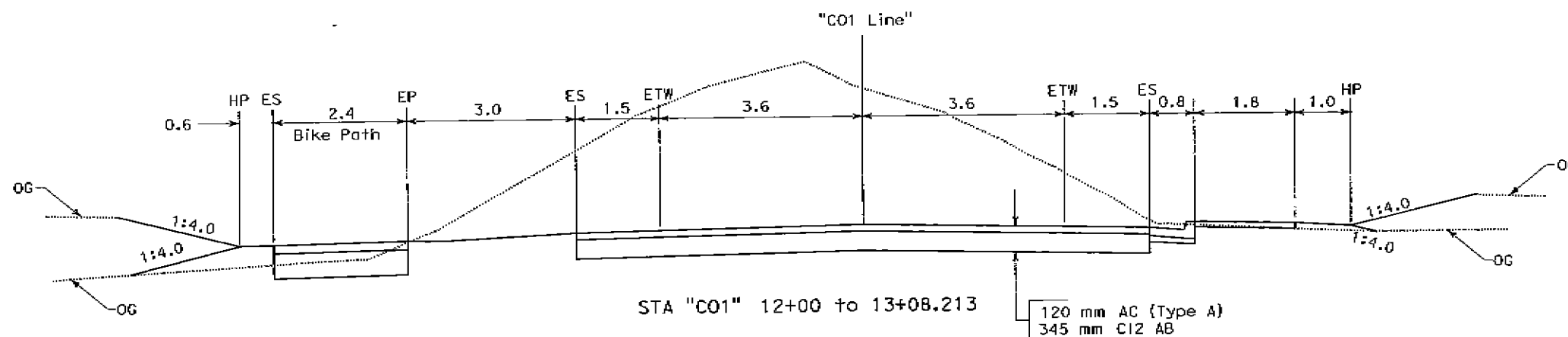
### SOUTHBOUND OFF-RAMP



### SOUTHBOUND ON-RAMP

STATE OF CALIFORNIA					
DEPARTMENT OF TRANSPORTATION DISTRICT 5					
IN SANTA BARBARA COUNTY IN GOLETA FROM 0.7 km SOUTH TO 0.3 km NORTH OF HOLLISTER AVENUE OVERCROSSING					
<b>ALTERNATIVE 2</b>					
<b>TYPICAL CROSS SECTIONS</b>					
CO.	RTE.	K.P.	SCALE	DATE	INDEX
SB	101	42.6/43.6	No Scale	8/2005	

P.E.W.A. 05-37150K



## CATHEDRAL OAKS ROAD

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION  
DISTRICT 5

IN SANTA BARBARA COUNTY IN GOLETA  
FROM 0.7 km SOUTH TO 0.3 km NORTH  
OF HOLLISTER AVENUE OVERCROSSING

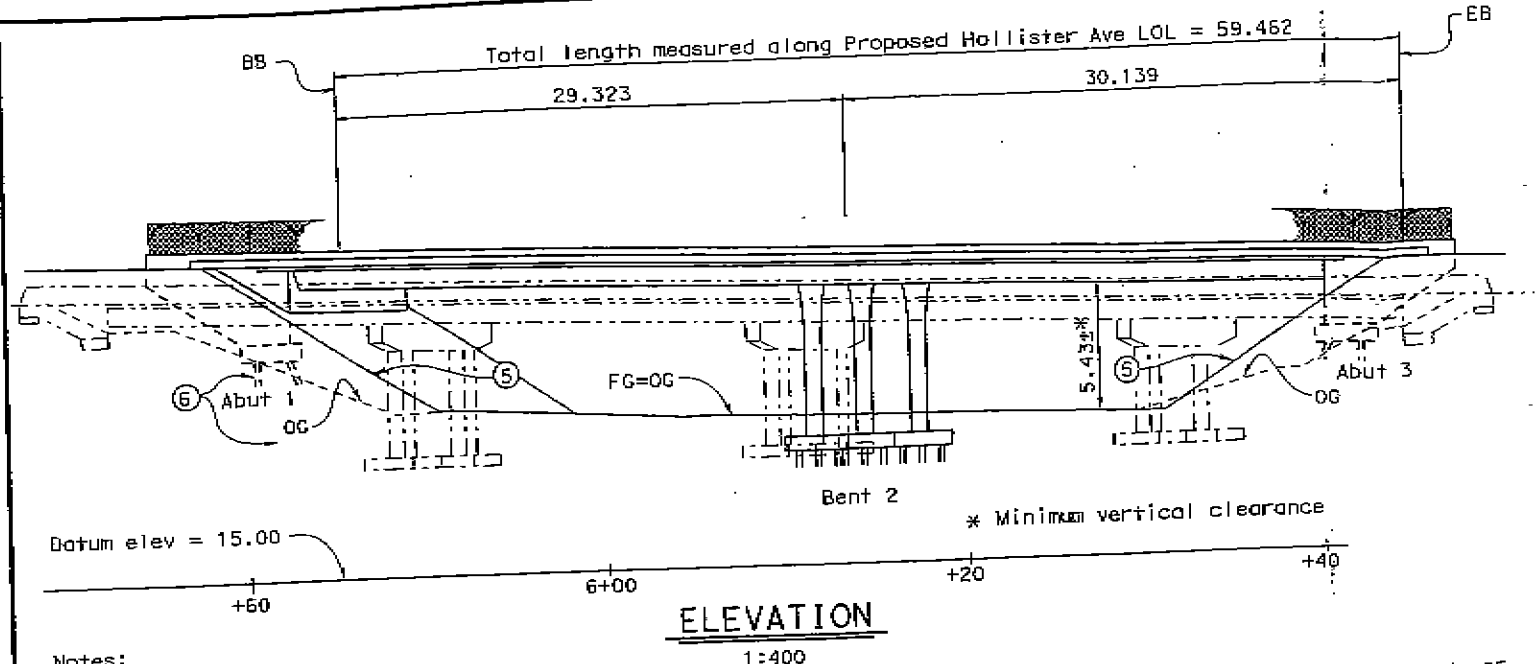
### ALTERNATIVE 2 TYPICAL CROSS SECTIONS

CO.	RTE.	K.P.	SCALE	DATE	INDEX
SB	101	42.6/43.6	No Scale	8/2005	

P.E.W.A. 05-37150X

ATTACHMENT C-5

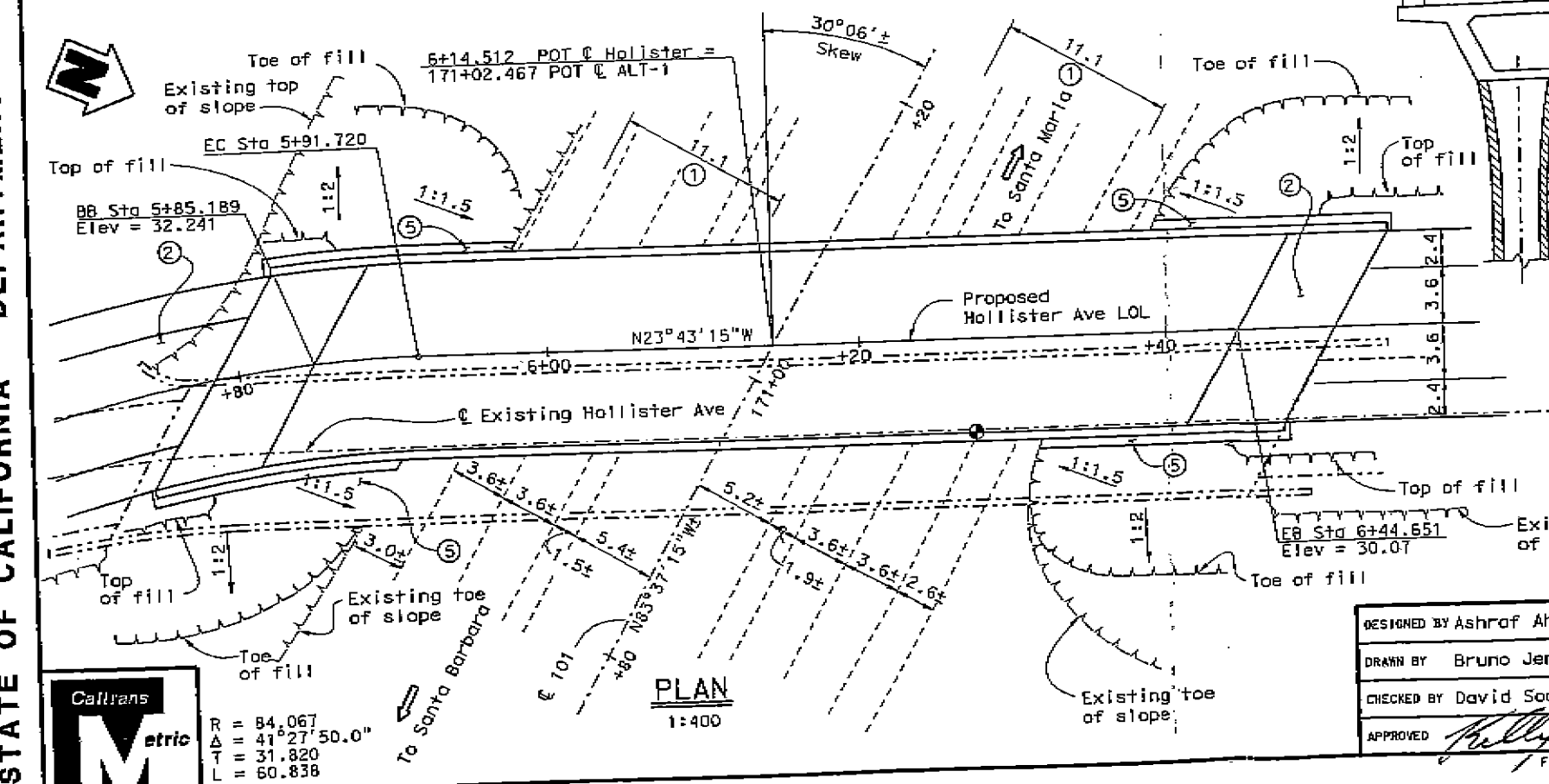
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
05	SB	101	42.3 / 44.3



- Notes:
- Traffic opening width
  - Structure Approach Slab Type N(9S)
  - Concrete Barrier Type T32 w/ Arch treatment
  - Chain Link Railing Type 6
  - Slope paving
  - Assume CIDH pile footings
  - Traffic will be pass through construction site. Stage construction required. Falsework opening required.

- Indicates existing structure
- Indicates limits of removal
- Indicates point of minimum vertical clearance

DATE OF ESTIMATE	4 -4 -05
BRIDGE REMOVAL	= \$ 250,000
STRUCTURE DEPTH	= 1.25 m
LENGTH	= 59.46 m
WIDTH	= 12.87 m
AREA	= 765 m <sup>2</sup>
COST/m <sup>2</sup> INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= \$ 2,455
TOTAL COST	= \$ 2,129,200

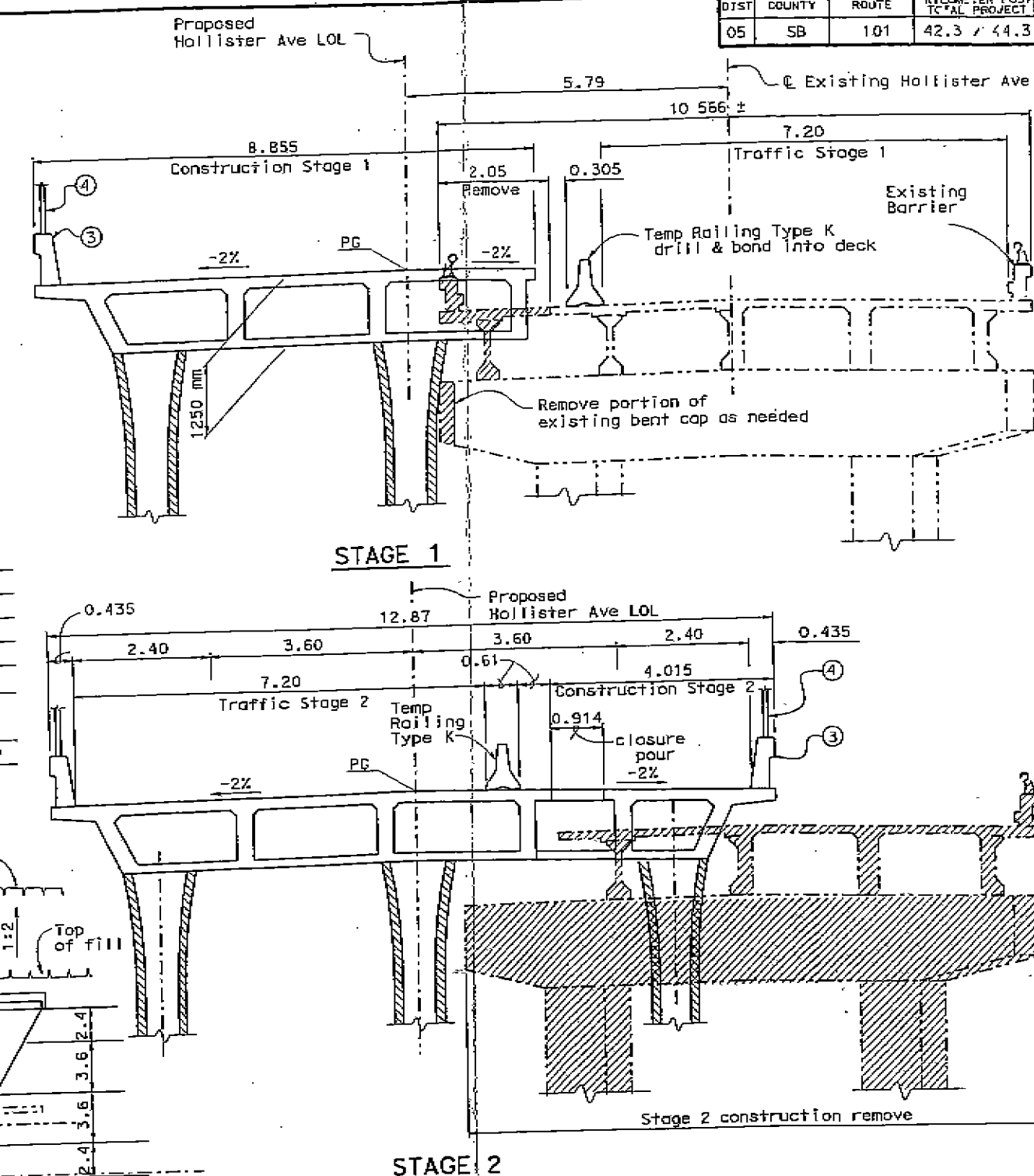


DESIGNED BY Ashraf Ahmed	DATE
DRAWN BY Bruno Jenko	DATE
CHECKED BY David Soon	DATE
APPROVED <i>[Signature]</i>	DATE 5/5/05

STRUCTURE DESIGN SECTION  
**7**

ALTERNATIVE 1	
PLANNING STUDY	
HOLLISTER AVE OC (REPLACE)	
BRIDGE NO. 51-0123	CU 05
SCALE: As shown	EA 371501

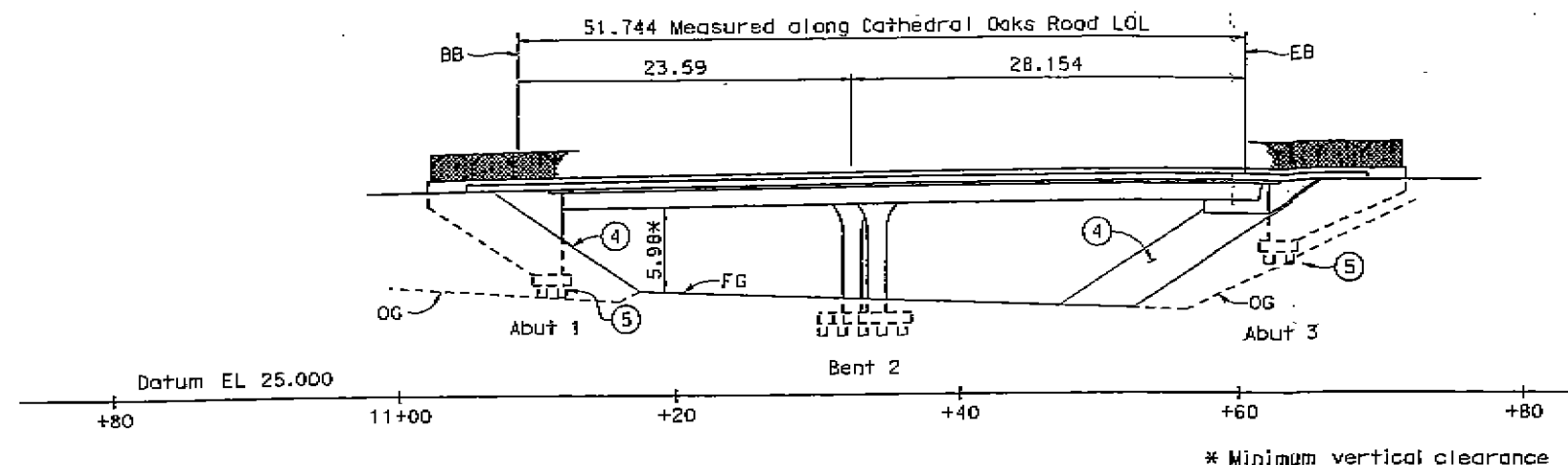
STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (MSTRIC) (REV. 07-12-04)



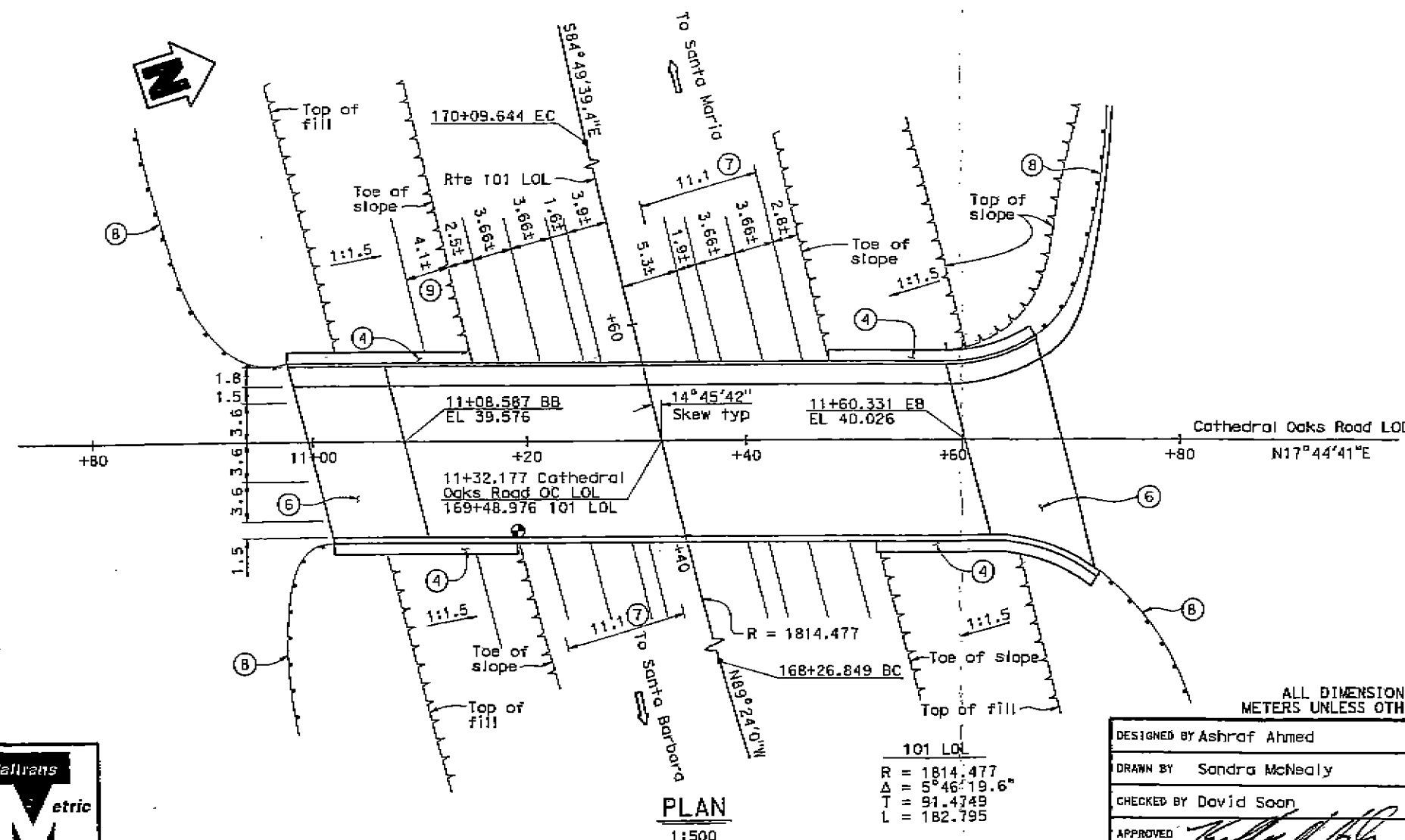
Caltrans  
**M**etric  
R = 84.067  
Δ = 41°27'50.0"  
T = 31.820  
L = 60.838



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
05	SB	101	42.3/41.3

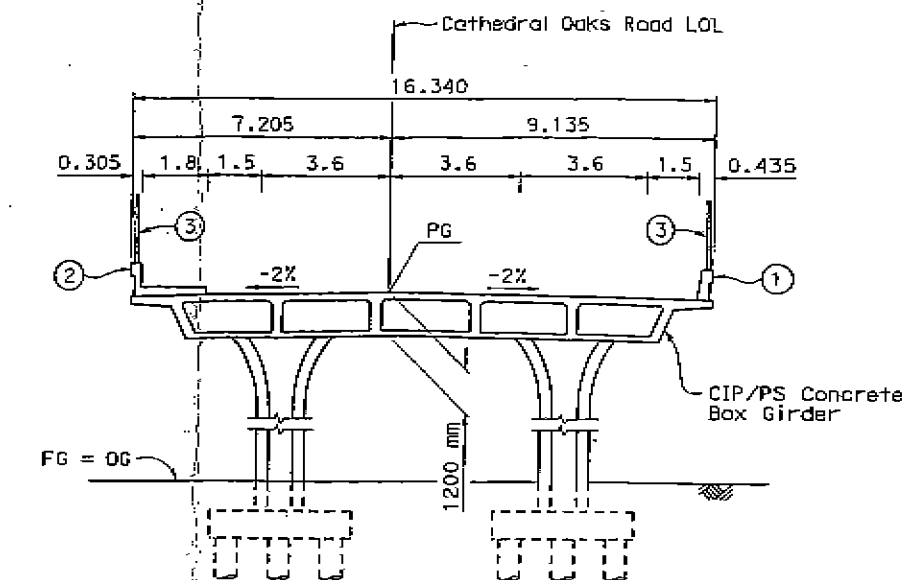


**ELEVATION**  
1:500



**PLAN**  
1:500

101 LOL  
R = 1814.477  
Δ = 5°46'19.6"  
T = 91.4749  
L = 182.795



**TYPICAL SECTION**  
1:200

**Notes:**

- ① Concrete Barrier Type 732 w/Arch Treatment
- ② Concrete Barrier Type 26 w/Arch Treatment
- ③ Chain Link Railing Type 6
- ④ Slope paving
- ⑤ Assume CIDH piles
- ⑥ Structure Approach Slab Type N(9S)
- ⑦ Width of traffic opening
- ⑧ MBGR, see Road Plans
- ⑨ Existing ramp. Ramp will be closed during construction. Traffic will pass through construction site. Falsework required.
- ⊙ Indicates minimum vertical clearance

DATE OF ESTIMATE	4-29-05
BRIDGE REMOVAL	= \$ 250,000
STRUCTURE DEPTH	= 1.20 m
LENGTH	= 51.74 m
WIDTH	= 16.34 m
AREA	= 845 m <sup>2</sup>
COST/m <sup>2</sup> INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= \$ 2,344
TOTAL COST	= \$ 2,231,700

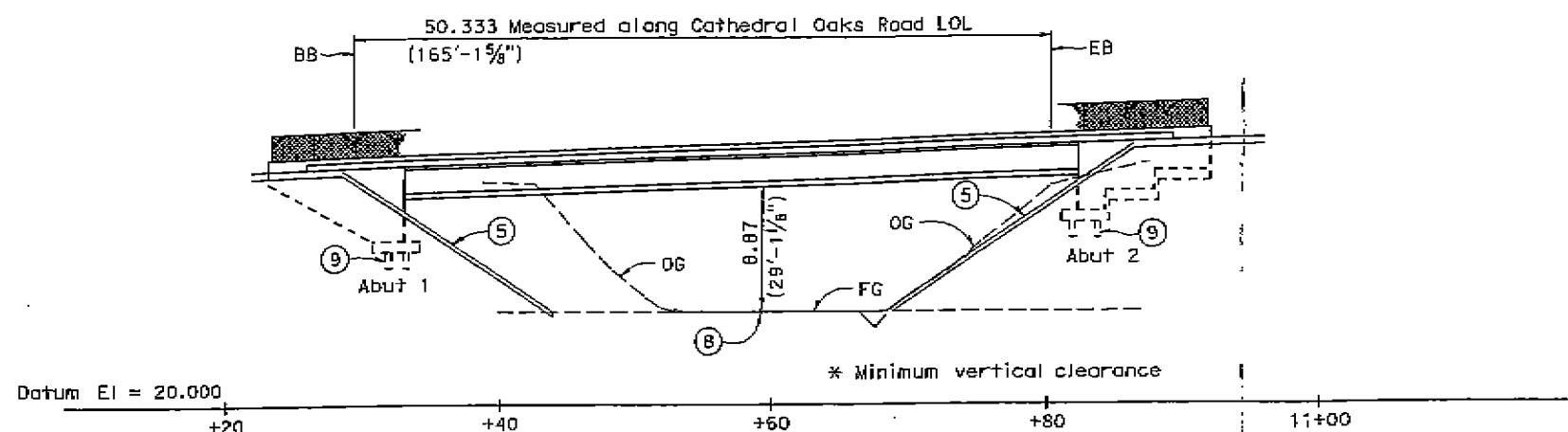
DESIGNED BY Ashraf Ahmed	DATE 3-05
DRAWN BY Sandra McNealy	DATE 3-05
CHECKED BY David Soan	DATE 3-05
APPROVED <i>[Signature]</i>	DATE 5-5-05

**STRUCTURE  
DESIGN  
SECTION  
7**

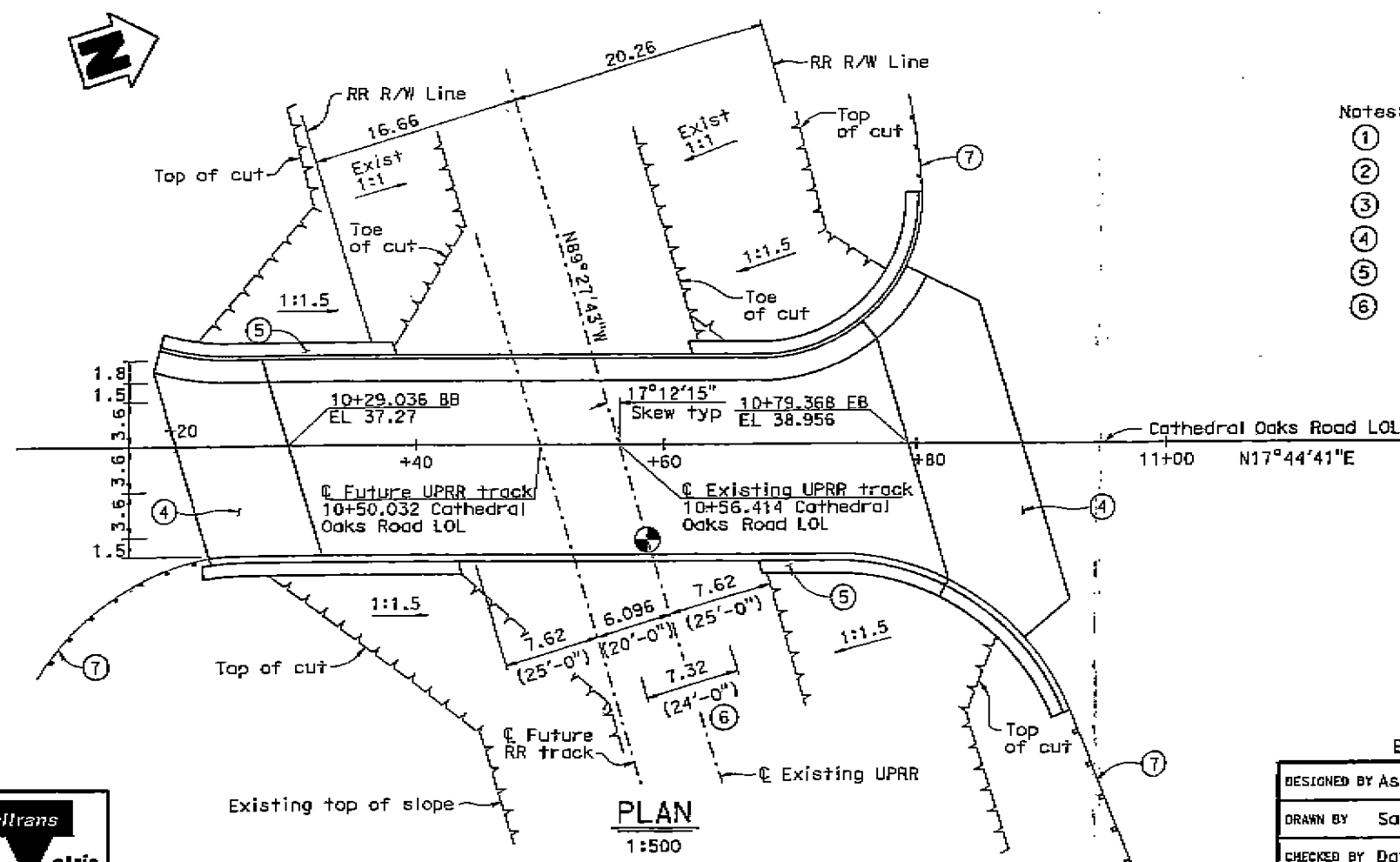
Alternative 2	
PLANNING STUDY	
CATHEDRAL OAKS ROAD OC	
BRIDGE NO. 51-0331	CU 05
SCALE: As noted	EA 371500

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 07-12-04)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
05	SB	101	42.3/44.3

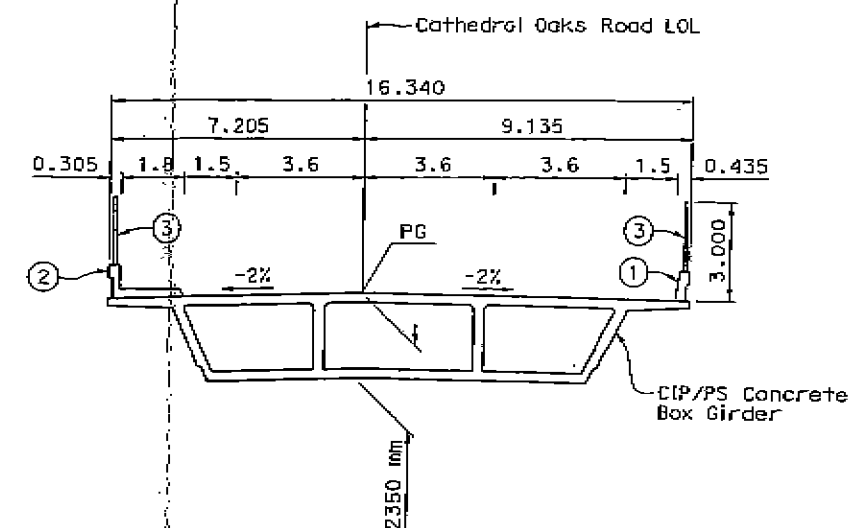


**ELEVATION**  
1:500



## Notes:

- ① Concrete Barrier Type 732 w/Arch treatment
- ② Concrete Barrier Type 26 w/Arch treatment
- ③ Chain Link Railing Type 6 (mod)
- ④ Structure Approach Slab Type N(95)
- ⑤ Slope Paving
- ⑥ Traffic will pass through construction site. Falsework openings required for UPRR traffic. Temporary vertical clearance of 6.4 m minimum required
- ⑦ MBGR, see Road Plans
- ⑧ Assume existing track elev @ minimum vertical clearance = 27
- ⑨ Assume CIDR piles
- ⊙ Indicates point of minimum vertical clearance



**TYPICAL SECTION**  
1:200

DATE OF ESTIMATE	4-29-05
BRIDGE REMOVAL	= \$ 200,000
STRUCTURE DEPTH	= 2.35
LENGTH	= 50.33
WIDTH	= 16.34
AREA	= 822 m <sup>2</sup>
COST/ m <sup>2</sup> INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	= \$ 2,798
TOTAL COST	= \$ 2,501,300

## Alternative 2

## PLANNING STUDY

## CATHEDRAL OAKS ROAD OH

BRIDGE NO. 51C0344	CU 05
SCALE: As noted	EA 371500

DESIGNED BY Ashraf Ahmed	DATE 3-05
DRAWN BY Sandra McNealy	DATE 3-05
CHECKED BY David Soon	DATE 4-25-05
APPROVED K. A. Holden	DATE 4-28-05

STRUCTURE  
DESIGN  
SECTION

7

FILE => ohv-ops-2.dgn

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (METRIC) (REV. 07-12-04)



# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## PROJECT DESCRIPTION:

Limits: IN SANTA BARBARA COUNTY IN GOLETA FROM 0.7 KM SOUTH TO 0.3 KM NORTH OF HOLLISTER AVENUE OVERCROSSING

Proposed Improvement: Alternative 1 - Construct new overcrossing existing alignment.  
(Scope of Work)

Alternative: 1

## SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>738,194</u>
TOTAL STRUCTURE ITEMS	\$ <u>2,129,200</u>
SUBTOTAL CONSTRUCTION COSTS	\$ <u>2,867,394</u>
TOTAL RIGHT OF WAY ITEMS	\$ <u>10,203</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ <u>2,877,597</u>

Reviewed by  
Program Manager: \_\_\_\_\_ (Signature) \_\_\_\_\_ (Date)

Approved by  
Project Manager: Paul D. Martinez (Signature) 11/22/05 (Date)

Phone Number: (805) 549-3407

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte  
KP (PM)  
EA  
Program Code

05-SB-101  
KP 42.6/43.6 (PM 26.5/27.1)  
05-371500  
20.XX.202.381 (HA4S2)

## I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	300	m <sup>3</sup>	\$20	\$6,000	
Imported Borrow	1,400	m <sup>3</sup>	\$20	\$28,000	
Clearing & Grubbing	1	LS	\$7,000	\$7,000	
Develop Water Supply	1	LS	\$5,000	\$5,000	
				\$0	
				\$0	
				Subtotal Earthwork:	\$46,000
Section 2 - Structural Section*					
PCC Pvm	Depth	m <sup>3</sup>	\$0	\$0	
PCC Pvm	Depth	m <sup>3</sup>	\$0	\$0	
Asphalt Concrete	800	Tonnes	\$80	\$64,000	
Lean Concrete Base		m <sup>3</sup>	\$0	\$0	
Cement-Treated Base		m <sup>3</sup>	\$0	\$0	
Aggregate Base	760	m <sup>3</sup>	\$35	\$26,600	
Treated Permeable Base		m <sup>3</sup>	\$0	\$0	
Aggregate Subbase		m <sup>3</sup>	\$0	\$0	
Pvm Reinforcing Fabric		m <sup>2</sup>	\$0	\$0	
Edge Drains		m	\$0	\$0	
				\$0	
				\$0	
				Subtotal Structural Section:	\$90,600
Section 3 - Drainage					
Large Drainage Facilities		LS	\$0	\$0	
Storm Drains	1	LS	\$25,000	\$25,000	
Pumping Plants			\$0	\$0	
Project Drainage	1	LS	\$25,000	\$25,000	
(X-Drains, overside, etc.)					
AC dike	100	m	\$15	\$1,500	
Type A2-150 Curb		m		\$0	
Sidewalk (1.8m x 100 mm)		m		\$0	
				Subtotal Drainage:	\$51,500

\* Reference sketch showing typical structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

**PROJECT REPORT COST ESTIMATE**



Dist-Co-Rte  
KP (PM)  
EA  
Program Code

05-SB-101  
KP 42.6/43.6 (PM 26.5/27.1)  
05-371500  
20.XX.202.381 (HA4S2)

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls			\$0	\$0	
Noise Barriers			\$0	\$0	
Barriers and Guardrails	1	LS	\$10,000	\$10,000	
Equipment/Animal Passes			\$0	\$0	
Highway Planting		LS	\$0	\$0	
Replacement Planting	1	LS	\$10,000	\$10,000	
Irrigation Modification			\$0	\$0	
Relocate Private Irrigation			\$0	\$0	
Erosion Control	1	LS	\$15,000	\$15,000	
Slope Protection			\$0	\$0	
Water Pollution Control	1	LS	\$10,000	\$10,000	
Haz Materials Mitigation			\$0	\$0	
Environmental Mitigation			\$0	\$0	
Resident Engineer Office	1		\$10,000	\$10,000	
Water Meter		EA		\$0	
Plant Establishment (1-year)	1	LS	\$10,000	\$10,000	
				\$0	
			Subtotal Specialty Items:		\$65,000
<u>Section 5 - Traffic Items</u>					
Lighting Conduit (Bridge)	1	LS	\$9,000	\$9,000	
Traffic Delineation	1	LS	\$10,000	\$10,000	
Traffic Signals		LS	\$0	\$0	
Overhead Sign Structures		LS	\$0	\$0	
Roadside Signs		LS	\$0	\$0	
Traffic Control Systems	1	LS	\$100,000	\$100,000	
Traffic Management Plan	1	LS	\$50,000	\$50,000	
Construction Area Signs	1	LS	\$20,000	\$20,000	
Traffic Handling (CMS)	1	LS	\$5,000	\$5,000	
Maintain Traffic	1	LS	\$50,000	\$50,000	
			Subtotal Traffic Items:		\$244,000
			TOTAL SECTIONS 1 thru 5		\$497,100

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## Section 6 - Minor Items

Item Cost      Section Cost

$$\begin{array}{r} \$497,100 \\ \text{(Subtotal Sections 1 thru 5)} \end{array} \times \begin{array}{r} 0.10 \\ \text{(5 to 10\%)} \end{array} = \$49,710$$

TOTAL SECTION 6 MINOR ITEMS: \$49,710

## Section 7 - Roadway Mobilization

$$\begin{array}{r} \$546,810 \\ \text{(Subtotal Sections 1 thru 6)} \end{array} \times \begin{array}{r} 0.10 \\ \text{(10\%)} \end{array} = \$54,681$$

TOTAL SECTION 7 MOBILIZATION ITEMS: \$54,681

## Section 8 - Roadway Additions

### Supplemental Work

$$\begin{array}{r} \$546,810 \\ \text{(Subtotal Sections 1 thru 6)} \end{array} \times \begin{array}{r} 0.10 \\ \text{(5 to 10\%)} \end{array} = \$54,681$$

### Contingencies

$$\begin{array}{r} \$546,810 \\ \text{(Subtotal Sections 1 thru 6)} \end{array} \times \begin{array}{r} 0.15 \\ \text{(**\%)} \end{array} = \$82,022$$

TOTAL SECTION 8 ROADWAY ADDITIONS: \$136,703

TOTAL ROADWAY ITEMS: \$738,194  
(Subtotal Sections 1 thru 8)

Estimate Prepared by: Steve Andris (Print Name)      Phone: 8-629-3075      11/17/05 (Date)

Estimate Checked by: (Print Name)      Phone: (Date)

\*\*Use appropriate percentage per PDPM, Part 3 Chapter 20.

<http://www.dot.ca.gov/hq/opdpd/pdpm/pdpm.htm> - pdpm

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## II. STRUCTURE ITEMS

	No. 1	STRUCTURE No. 2	No. 3
Bridge Name	Hollister Ave OC		
	51-0123		
Structure Type	CIP/PS		
	Concrete Box		
	Girder		
Width (out to out) - (m)	12.87		
Span Length - (m)	59.46		
Total Area - m <sup>2</sup>	765		
Footing Type (pile/spread)	Pile		
Cost Per m <sup>2</sup> (incl. 10% mobilization & 25% contingencies)	\$2,455		
Total Cost for Structure	\$1,879,200		
Bridge Removal	\$250,000		
* Add additional structures as necessary			
SUBTOTAL STRUCTURES ITEMS			\$2,129,200
Railroad Related Costs			\$0
TOTAL STRUCTURES ITEMS			\$2,129,200

COMMENTS:

-

Estimate Prepared by: <u>Ashraf Ahmed</u>	Phone: <u>8-498-9536</u>	<u>04/29/05</u>
(Print Name)		(Date)

(If appropriate, attach additional pages as backup)

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## III. RIGHT OF WAY ITEMS

	Current Values (Future Use) 2005	Escalation Rates	Escalated Values* 2007 (Rounded)
Acquisition, including excess lands and damages to remainder(s) and Goodwill	\$1,563	5.0%	\$2,000
Utility Relocation (State share)	\$5,250	25.0%	\$8,203
Clearance/Demolition	\$0	0.0%	\$0
RAP	\$0	0.0%	\$0
Title and Escrow Fees	\$0	5.0%	\$0
Expert Witness	\$0	5.0%	\$0
Construction Contract Work	\$0		\$0
	\$6,813		
TOTAL RIGHT OF WAY**			\$10,203

ESCALLATED VALUE\*

Date to which Values are Escalated: 02/11/07

\* Escalated to assumed year of advertising.

\*\* Current total value for use on Sheet 1

Estimate Prepared by: <u>Phil Acosta</u>	Phone: <u>8-629-3396</u>	<u>04/18/05</u>
(Print Name)		(Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).



PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

PROJECT DESCRIPTION:

Limits: IN SANTA BARBARA COUNTY IN GOLETA FROM 0.7 KM SOUTH TO 0.3 KM NORTH OF HOLLISTER AVENUE OVERCROSSING

Proposed Improvement: Alternative 2 - Construct new overcrossing and overhead on Cathedral Oaks Road alignment, (Scope of Work) realign southbound off-ramp, and construct new southbound on-ramp.

Alternative: 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 4,504,436
TOTAL STRUCTURE ITEMS	\$ 4,733,000
SUBTOTAL CONSTRUCTION COSTS	\$ 9,237,436
TOTAL RIGHT OF WAY ITEMS	\$ 349,617
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 9,587,053

Reviewed by  
Program Manager: \_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

Approved by  
Project Manager: *Paul P. Martinez*  
(Signature)

*11/22/05*  
(Date)

Phone Number: (805) 549-3407

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte  
KP (PM)  
EA  
Program Code

05-SB-101  
KP 42.6/43.6 (PM 26.5/27.1)  
05-371500  
20.XX.202.381 (HA4S2)

## I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	9,000	m <sup>3</sup>	\$20	\$180,000	
Imported Borrow	13,000	m <sup>3</sup>	\$20	\$260,000	
Clearing & Grubbing	1	LS	\$10,000	\$10,000	
Develop Water Supply	1	LS	\$10,000	\$10,000	
				\$0	
				\$0	
				Subtotal Earthwork:	\$460,000
Section 2 - Structural Section*					
PCC Pvm	Depth	m <sup>3</sup>	\$0	\$0	
PCC Pvm	Depth	m <sup>3</sup>	\$0	\$0	
Asphalt Concrete	5,050	Tonnes	\$80	\$404,000	
Lean Concrete Base		m <sup>3</sup>	\$0	\$0	
Cement-Treated Base		m <sup>3</sup>	\$0	\$0	
Aggregate Base	6,900	m <sup>3</sup>	\$35	\$241,500	
Treated Permeable Base		m <sup>3</sup>	\$0	\$0	
Aggregate Subbase		m <sup>3</sup>	\$0	\$0	
Pvm Reinforcing Fabric		m <sup>2</sup>	\$0	\$0	
Edge Drains		m	\$0	\$0	
				\$0	
				\$0	
				Subtotal Structural Section:	\$645,500
Section 3 - Drainage					
Large Drainage Facilities				\$0	
Storm Drains	1	LS	\$60,000	\$60,000	
Pumping Plants				\$0	
Project Drainage	1	LS	\$20,000	\$20,000	
(X-Drains, overside, etc.)				\$0	
				\$0	
				\$0	
				\$0	
				Subtotal Drainage:	\$80,000

\* Reference sketch showing typical structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte  
KP (PM)  
EA  
Program Code

05-SB-101  
KP 42.6/43.6 (PM 26.5/27.1)  
05-371500  
20.XX.202.381 (HA4S2)

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Maintenance Vehicle Pullouts (Br Project)	4	EA	\$7,000	\$28,000	
Noise Barriers			\$0	\$0	
Barriers and Guardrails	1	LS	\$70,000	\$70,000	
Water Pollution Control (Planting Project)	1	LS	\$15,000	\$15,000	
Highway Planting (Includes of RW)	1	LS	\$330,000	\$330,000	
Replacement Planting			\$0	\$0	
Irrigation (Includes of RW)	1	LS	\$245,000	\$245,000	
Resident Engineer Office (Planting Project)	1	LS	\$15,000	\$15,000	
Erosion Control	1	LS	\$61,540	\$61,540	
Architectural Treatment	1	LS	\$200,000	\$200,000	
Water Pollution Control	1	LS	\$50,000	\$50,000	
Haz Materials Mitigation			\$0	\$0	
Environmental Mitigation	1	LS	\$62,000	\$62,000	
Resident Engineer Office	1		\$34,250	\$34,250	
Water Meter and Assessment Fee	1	EA	\$145,000	\$145,000	
Irrigation X-overs (Bridge Project)	155	M	\$300	\$46,500	
Plant Establishment (3-year)	1	LS	\$72,000	\$72,000	
Subtotal Specialty Items:					\$1,374,290
Section 5 - Traffic Items					
Lighting	1	LS	\$120,000	\$120,000	
Traffic Delineation	1	LS	\$50,000	\$50,000	
Traffic Control Systems (Planting Project)	1	LS	\$10,000	\$10,000	
Construction Area Signs (Planting Project)	1	LS	\$3,000	\$3,000	
Roadside Signs	1	LS	\$5,000	\$5,000	
Traffic Control Systems	1	LS	\$150,000	\$150,000	
Traffic Management Plan	1	LS	\$75,000	\$75,000	
Construction Area Signs	1	LS	\$35,000	\$35,000	
Traffic Handling (CMS)	1	LS	\$10,000	\$10,000	
Lighting Conduit (Bridge)	1	LS	\$15,500	\$15,500	
Subtotal Traffic Items:					\$473,500
TOTAL SECTIONS 1 thru 5					\$3,033,290

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## Section 6 - Minor Items

Item Cost      Section Cost

$$\begin{array}{rcl} \underline{\$3,033,290} & \times & \underline{0.10} \\ \text{(Subtotal Sections 1 thru 5)} & & \text{(5 to 10\%)} \end{array} = \underline{\$303,329}$$

TOTAL SECTION 6 MINOR ITEMS: \$303,329

## Section 7 - Roadway Mobilization

$$\begin{array}{rcl} \underline{\$3,336,619} & \times & \underline{0.10} \\ \text{(Subtotal Sections 1 thru 6)} & & \text{(10\%)} \end{array} = \underline{\$333,662}$$

TOTAL SECTION 7 MOBILIZATION ITEMS: \$333,662

## Section 8 - Roadway Additions

### Supplemental Work

$$\begin{array}{rcl} \underline{\$3,336,619} & \times & \underline{0.10} \\ \text{(Subtotal Sections 1 thru 6)} & & \text{(5 to 10\%)} \end{array} = \underline{\$333,662}$$

### Contingencies

$$\begin{array}{rcl} \underline{\$3,336,619} & \times & \underline{0.15} \\ \text{(Subtotal Sections 1 thru 6)} & & \text{(**\%)} \end{array} = \underline{\$500,493}$$

TOTAL SECTION 8 ROADWAY ADDITIONS: \$834,155

TOTAL ROADWAY ITEMS: \$4,504,436  
(Subtotal Sections 1 thru 8)

Estimate Prepared by: <u>Steve Andris</u>	Phone: <u>8-629-3075</u>	<u>11/17/05</u>
(Print Name)		(Date)

Estimate Checked by: _____	Phone: _____	_____
(Print Name)		(Date)

\*\*Use appropriate percentage per PDPM, Part 3 Chapter 20.

<http://www.dot.ca.gov/hq/opdpd/pdpm/pdpm.htm> - pdpm

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## II. STRUCTURE ITEMS

	No. 1	STRUCTURE No. 2	No. 3
Bridge Name	Cathedral Oaks Rd OC	Cathedral Oaks Rd OH	
	51-0331	51-C0344	
Structure Type	CIP/PS	CIP/PS	
	Concrete Box	Concrete Box	
	Girder	Girder	
Width (out to out) - (m)	16.34	16.34	
Span Length - (m)	51.74	50.33	
Total Area - m <sup>2</sup>	845	822	
Footing Type (pile/spread)	Pile	Pile	
Cost Per m <sup>2</sup> (incl. 10% mobilization & 25% contingencies)	\$2,344	\$2,798	
Total Cost for Structure	\$1,981,700	\$2,301,300	
Bridge Removal	\$250,000	\$200,000	
* Add additional structures as necessary			
	SUBTOTAL STRUCTURES ITEMS		\$4,733,000
Railroad Related Costs			\$0
	TOTAL STRUCTURES ITEMS		\$4,733,000

COMMENTS:

-

Estimate Prepared by: <u>Ashraf Ahmed</u>	Phone: <u>8-498-9536</u>	<u>04/29/05</u>
(Print Name)		(Date)

(If appropriate, attach additional pages as backup)

# PROJECT REPORT COST ESTIMATE



Dist-Co-Rte	05-SB-101
KP (PM)	KP 42.6/43.6 (PM 26.5/27.1)
EA	05-371500
Program Code	20.XX.202.381 (HA4S2)

## III. RIGHT OF WAY ITEMS

	Current Values (Future Use) 2005	Escalation Rates	Escalated Values* 2007 (Rounded)
Acquisition, including excess lands and damages to remainder(s) and Goodwill	\$157,961	5.0%	\$174,000
Utility Relocation (State share)	\$62,475	25.0%	\$97,617
Clearance/Demolition	\$0	0.0%	\$0
RAP	\$0	0.0%	\$0
Title and Escrow Fees	\$8,523	5.0%	\$9,000
Expert Witness	\$62,500	5.0%	\$69,000
Construction Contract Work	\$5,000		\$5,000
	\$296,459		\$349,617
TOTAL RIGHT OF WAY**			

ESCALATED VALUE\*

Date to which Values are Escalated: 02/11/07

\* Escalated to assumed year of advertising.

\*\* Current total value for use on Sheet 1

Estimate Prepared by: <u>Margo Anderson</u>	Phone: <u>8-629-3076</u>	<u>04/18/05</u>
(Print Name)		(Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

State of California

Business, Transportation and Housing Agency

Memorandum

To: PAUL MARTINEZ  
SLO-DESIGN

Date: 4/18/2005

File: EA 371500 ALT 1

Attn: DAVID FAPP  
SLO-DESIGN

DESCRIPTION:  
HOLLISTER AVE ALIGNMENT(COOPS INVOLVED)

From: Department of Transportation  
Division of Right of Way Central Region

Subject: RIGHT OF WAY DATA SHEET

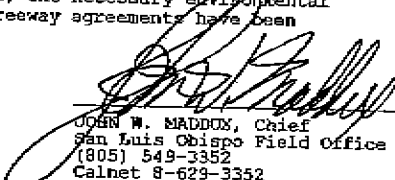
We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 2/11/2005

The following assumptions and limiting conditions were identified:

Additional information includes the following:

COOPS INVOLVED. Highway 101 is a freeway/expressway in this location. If the existing alignment of the overcrossing is maintained, it does not appear that there should be any relocation of utilities necessary. This estimate will be updated should the updated utility verification plans indicate otherwise. A nominal amount has been added to provide for any pos-loc activities that might be needed. Costs may also change depending upon the provisions of the the Coop Agreement. No right of way parcels are required. Construction easement within Calle Real should be obtained by Design Unit from City of Goleta by encroachment permit or informal letter of acknowledgement pursuant to Streets and Highways Code 83. DPG document review fee of \$1,250 added as rw cost.

Right of Way Lead Time will require a minimum of 36 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

  
JOHN W. MADDOX, Chief  
San Luis Obispo Field Office  
(805) 549-3352  
Calnet 8-629-3352

Page 1 of 3

ATTACHMENT F-1

REQUEST DATE 2/11/2005

EA 371500 ALT 1

REVISED DATE COMTE/KP-KP[route 1 ,route 2] SBN0042,646-43,451 &amp; R04,000-0,000

<b>RIGHT OF WAY COST ESTIMATE</b>	<b>CURRENT YR 2005</b>	<b>CONTINGENCY RATE</b>	<b>RIGHT OF WAY ESCALATION RATE</b>	<b>ESCALATED YEAR (Rounded) 2007</b>
ACQUISITION	\$1,563	25.00%	5.00%	\$2,000
MITIGATION	\$0.00	25.00%	5.00%	\$0
STATE SHARE OF UTILITIES	\$5,250	25.00%	25.00%	\$9,203
RAP	\$0	25.00%	5.00%	\$0
CLEARANCE/DEMO	\$0	25.00%	5.00%	\$0
TITLE AND ESCROW	\$0	25.00%	5.00%	\$0
EXPERT WITNESS	\$0	25.00%	5.00%	\$0
SUPPORT HOURS				
<b>TOTAL CURRENT VALUE *</b>				<b>\$10,203</b>

ESTIMATED CONSTRUCTION CONTRACT WORK

\$0

RAW LEAD TIME MONTHS

36

<b>PARCEL DATA</b>			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	0	# OF DUAL APPR A	0
# OF PCL TYPE B	0	# OF DUAL APPR B	0
# OF PCL TYPE C	0	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
# OF MITIGATION	0		
<b>TOTALS</b>	<b>0</b>	<b>TOTALS</b>	<b>0</b>
<b># OF EXCESS PARCEL 0</b>			

<b>UTILITIES</b>	
U4-1	0
U4-2	0
U4-3	0
U4-4	0
U5-7	10
U5-8	0
U5-9	0

<b>RR INVOLVEMENT</b>	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	YES
SERVICE CONTRACT	YES
RIGHT OF ENTRY	YES
CLAUSES	YES

<b>MISC RAW WORK</b>	
# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	0
# OF CONST PERMITS	0
# OF CONDEMNATION	0

\* IF RAW COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

Page 2 of 3



ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED

RAILROAD LEADTIME REQUIRED

PARCEL AREA		UNIT:	
TOTAL RAW TAKE	0	TOTAL RAW FEE	\$1,250
TOTAL EXCESS AREA	0	TOTAL EXCESS COST	\$0
TOTAL MITIGATION AREA	0		

PROVIDE GENERAL DESCRIPTION OF RAW AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

No right of way parcels are required. Construction easement within Calle Real should be obtained by Design Unit from City of Goleta by encroachment permit or informal letter of acknowledgement pursuant to Streets and Highways Code 88. DFG document review fee of \$1,250 added as raw cost.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION?

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND

ARE RAP DISPLACEMENTS REQUIRED

# OF SINGLE FAMILY  # OF MULTI FAMILY  # OF BUSINESS/NONPROFIT  # OF FARMS

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS?

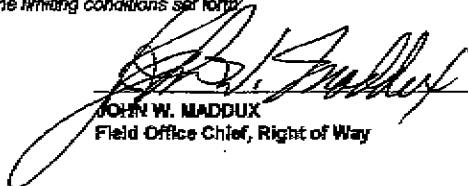
ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED

#### DATA FOR EVALUATION PROVIDED BY

ESTIMATOR	REQUIRED	PHIL ACOSTA	2/18/2005
RAILROAD LIAISON AGENT		SALLY A. HOPKINS	3/7/2005
UTILITY RELOCATION COORDINATOR		LARK P. GRANGER	4/12/2005

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

  
JOHN W. MADDUX  
Field Office Chief, Right of Way

DATE ENTERED PMCS 7/10/2005  
BY LINDA A. LANDRY

Before

COST 05 371500 RW1 M SB 101 26.9 2 D P=F11 N=F12 \*CAPITAL PLAN\*  
 EA \*371500 STIP \*0106C LSTEPGM \*99H TOT PGM \* APV COST  
 PGM \*HA482 FP CODE \*RR 05 PGM \* STATE 05 06 111  
 ELEM \*RAS LOCKOUT FED 05 06  
 PRI 8 R/W CONTR CONTR 05 06  
 RW EA 371509 EST DTE 12/20/01 CAT A APPR COMP TO DO  
 PCLS DOLLARS TITLE ACQ UTIL RELOC DEMO&CLR FY'S  
 TOTAL 3 111 111 \* .96  
 PRIOR \* .47  
 04-05 \* .19  
 05-06 3 111 111 \* .14  
 06-07 \* .08  
 07-08 \* .08  
 08-09 \* .01  
 09-10 \* .00  
 10-11 \* .00  
 11-12 \* .00  
 12-13 \* .00  
 PAGED ENV CLR RW MAPS REG RW DT PS&E RW CERT RDT LIST CNST FY  
 \*04/ /07 \*09/ /06 \*02-03

After

COST 05 371500 RW1 M SB 101 26.9 2 D P=F11 N=F12 \*CAPITAL PLAN\*  
 EA \*371500 STIP \*0106C LSTEPGM \*99H TOT PGM \* APV COST  
 PGM \*HA482 FP CODE \*RR 05 PGM \* STATE 05 06 10  
 ELEM \*RAS LOCKOUT FED 05 06  
 PRI 8 R/W CONTR CONTR 05 06  
 RW EA 371509 EST DTE 04/18/05 CAT A APPR COMP TO DO  
 PCLS DOLLARS TITLE ACQ UTIL RELOC DEMO&CLR FY'S  
 TOTAL 10 2 8 \* .96  
 PRIOR \* .47  
 04-05 \* .19  
 05-06 10 2 8 \* .14  
 06-07 \* .08  
 07-08 \* .08  
 08-09 \* .01  
 09-10 \* .00  
 10-11 \* .00  
 11-12 \* .00  
 12-13 \* .00  
 PAGED ENV CLR RW MAPS REG RW DT PS&E RW CERT RDT LIST CNST FY  
 \*04/ /07 \*09/ /06 \*02-03  
 \*12/03 \*07/03 \*07/03 \*09/05 \*01/06 \*01/06  
 COST REMARKS LOCALS D.S. NEW INFO PER P. MARTINEZ/T. HOUSTON CA-0060. RSM  
 3/25/05 ALT 1 ESTIMATE LAL  
 PROJECT DATA HAS BEEN UPDATED

ADD RECORD CLOSE FORM FIND RECORD PRINT

UTILITIES DATA SHEET EA 371500 ALT 1

STATE SHARE OF RAW UTILITY RELOCATION COST \$5,000

CONTINGENCY RATE 5.00% STATE SHARE OF UTIL + CONTINGENCY \$5,250

UTILITY ESCALATION RATE 25.00% ESCALATED YR 2007

# OF ESCALATED YRS 2 ESCALATED STATE SHARE OF UTIL \$9,203

U4-1 0 U4-2 0 U4-3 0 U4-4 0 U5-7 10 U5-8 0 U5-9 0

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED? NO List companies involved

ELECTRIC SCE Edison GAS SOGAS - Dist & Trans TELEPHONE Verizon

CABLE TV Cox WATER Goleta Water Dist SEWER Goleta West Sanitary Dist

FIBER OPTICS Level 3 OTHER Verizon; Pacific Pipeline; Arco; Atlantic Richfield

UTILITY	UNIT COST	% STATE LIABILITY *	TOTAL
GAS LINE @	\$0.00 /LF		\$0.00
GAS LINE SIZE			
UG ELEC	\$0.00 /LF		\$0.00
UG TEL	\$0.00 /LF		\$0.00
UG CABLE TV	\$0.00 /LF		\$0.00
WOOD POLES TELE	\$0.00 /WOOD POLE TELE		\$0.00
WOOD POLES ELEC	\$0.00 /WOOD POLE ELEC		\$0.00
JOINT POLES	\$0.00 /POLE		\$0.00
POLE ANCHORS	\$0.00 /EA		\$0.00
STEEL POLES	\$0.00 /STEEL POLE		\$0.00
STEEL TOWERS	\$0.00 /TOWER		\$0.00
WATER LINE	\$0.00 /FH		\$0.00
WATER LINE SIZE			
SEWER LINE	\$0.00 /LINE		\$0.00
TELE JUNCTION BOXES	\$0.00 /JF		\$0.00
ELEC VAULTS	\$0.00 /VAULT		\$0.00
TELE VAULTS	\$0.00 /EACH		\$0.00

\* 1.0 = 100%, .50 = 50%

TOTAL ESTIMATE OF STATE COST \$0.00

ADDITIONAL INFORMATION CONCERNING UTILITY INVOLVEMENTS ON THIS PROJECT

Highway 101 is a freeway/expressway in this location. If the existing alignment of the overcrossing is maintained, it does not appear that there should be any relocation of utilities necessary. This estimate will be updated should the updated utility verification plans indicate otherwise. A nominal amount has been added to provide for any pos-loc activities that might be needed. Costs may also change depending upon the provisions of the the Coop Agreement.

ARE VERIFICATION PLANS REQUIRED? YES IF YES, HOW MANY MONTHS? 9

UTILITY RELOCATION COORDINATOR LARK P. GRANGER DATE 4/12/2005

State of California

Business, Transportation and Housing Agency

**Memorandum**

To: PAUL MARTINEZ  
SLO-DESIGN

Date: 4/18/2005

File: EA 371500 ALT 2

Attn: DAVID EARP  
SLO-DESIGN

DESCRIPTION:  
REPLACE BRIDGE ON NEW ALIGNMENT(COOPS INVOLVED)

From: Department of Transportation  
Division of Right of Way Central Region

Subject: RIGHT OF WAY DATA SHEET

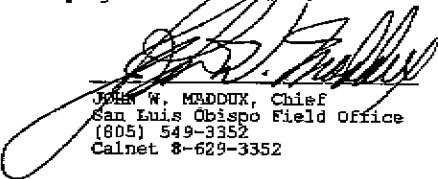
We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 2/11/2005

The following assumptions and limiting conditions were identified:

Additional information includes the following:

COOPS INVOLVED. Highway 101 is a freeway/expressway in this location. The estimate was developed using original information from County plans. This estimate will be updated, should the updated utility verification plans indicate otherwise. Costs may also change depending upon the provisions of the Coop Agreement. This estimate includes \$20,000 for post-loc activities. One unimproved agricultural parcel outside of City of Goleta limits; County of Santa Barbara. One vacant commercial parcel involves dense vegetation was valued as unimproved. (Area needed has been declared free of Haz. Mat.) Railroad parcel is a transverse easement considered nominal. All parcels will be acquired in the name of the City of Goleta.

Right of Way Lead Time will require a minimum of 36 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

  
JOHN W. MADDOUX, Chief  
San Luis Obispo Field Office  
(805) 549-3352  
Calnet 8-629-3352

Page 1 of 3

ATTACHMENT F-6

REQUEST DATE 2/11/2005

EA 371500 ALT 2

REVISED DATE CORTE/KP-KP[route 1 route 2] SBM11/42.645-43.451 E JGD.900-0.000

<b>RIGHT OF WAY COST ESTIMATE</b>	<b>CURRENT YR 2005</b>	<b>CONTINGENCY RATE</b>	<b>RIGHT OF WAY ESCALATION RATE</b>	<b>ESCALATED YEAR (Rounded) 2007</b>
ACQUISITION	\$157,961	25.00%	5.00%	\$174,000
MITIGATION	\$0.00	25.00%	5.00%	\$0
STATE SHARE OF UTILITIES	\$52,475	25.00%	25.00%	\$97,517
RAP	\$0	25.00%	5.00%	\$0
CLEARANCE/DEMO	\$0	25.00%	5.00%	\$0
TITLE AND ESCROW	\$8,523	25.00%	5.00%	\$9,000
EXPERT WITNESS	\$52,500	25.00%	5.00%	\$59,000
SUPPORT HOURS				
<b>TOTAL CURRENT VALUE *</b>				<b>\$349,517</b>

ESTIMATED CONSTRUCTION CONTRACT WORK

\$0,000

R/W LEAD TIME/MONTHS

36

<b>PARCEL DATA</b>			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	2	# OF DUAL APPR A	0
# OF PCL TYPE B	1	# OF DUAL APPR B	0
# OF PCL TYPE C	0	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
# OF MITIGATION	0		
<b>TOTALS</b>	<b>3</b>	<b>TOTALS</b>	<b>0</b>
# OF EXCESS PARCEL 0			

<b>UTILITIES</b>	
U4-1	0
U4-2	0
U4-3	0
U4-4	0
U5-7	3
U5-8	0
U5-9	7

<b>RR INVOLVEMENT</b>	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONSTRAINT AGREEMENT	YES
SERVICE CONTRACT	YES
RIGHT OF ENTRY	YES
CLAUSES	YES

<b>MISC R/W WORK</b>	
# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	0
# OF CONST PERMITS	1
# OF CONDEMNATION	1

\* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

Page 2 of 3

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED

YES

RAILROAD LEADTIME REQUIRED

30-36 mo

## PARCEL AREA

UNIT: SQ FT

TOTAL RAW TAKE	9257.4
TOTAL EXCESS AREA	0
TOTAL MITIGATION AREA	0

TOTAL RAW FEE	\$126,368
TOTAL EXCESS COST	\$0

PROVIDE GENERAL DESCRIPTION OF RAW AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

One unimproved agricultural parcel outside of City of Goleta limits; County of Santa Barbara. One vacant commercial parcel involves dense vegetation was valued as unimproved. (Area needed has been deeded fee of Haz. Mat.) Railroad parcel is a transverse easement considered nominal. All parcels will be acquired in the name of the City of Goleta.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION?

No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND

No

ARE RAP DISPLACEMENTS REQUIRED

No

# OF SINGLE FAMILY

0

# OF MULTI FAMILY

0

# OF BUSINESS/NONPROFIT

0

# OF FARMS

0

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED

Yes

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS?

Yes

ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES

No

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED

No

## DATA FOR EVALUATION PROVIDED BY

ESTIMATOR REQUIRED

MARGO ANDERSON

3/10/2005

RAILROAD LIAISON AGENT

SALLY A. HOPKINS

3/7/2005

UTILITY RELOCATION COORDINATOR

LARK P. GRANGER

4/12/2005

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

JOHN W. MADDUX

Field Office Chief, Right of Way

DATE ENTERED PMCS: 4/13/2005

BY: LINDA A. LANDRY

Page 3 of 3

ADD RECORD CLOSE FORM FIND RECORD PRINT

UTILITIES DATA SHEET EA 371500 ALT 2

STATE SHARE OF R/W UTILITY RELOCATION COST \$69,500

CONTINGENCY RATE 5.00% STATE SHARE OF UTIL + CONTINGENCY \$62,475

UTILITY ESCALATION RATE 25.00% ESCALATED YR 2037

# OF ESCALATED YRS 2 ESCALATED STATE SHARE OF UTIL \$87,617

U4-1 0 U4-2 0 U4-3 0 U4-4 0 U5-7 3 U5-8 0 U5-9 7

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED? YES List companies involved

ELECTRIC SCE Edison GAS SC Gas Trains & Dist TELEPHONE Verizon

CABLE TV Cox WATER Goleta Water Dist SEWER Goleta West Sanitary Dist

FIBER OPTICS Level 3 OTHER Veneco, Pacific Pipeline, Arco, Atlantic Richfield

UTILITY	UNIT COST	% STATE LIABILITY *	TOTAL
GAS LINE @	\$0.00 /LF		\$0.00
GAS LINE SIZE			
UG ELEC	\$0.00 /LF		\$0.00
UG TEL	\$0.00 /LF		\$0.00
UG CABLE TV	\$0.00 /LF		\$0.00
WOOD POLES TELE	\$0.00 /WOOD POLE TELE		\$0.00
WOOD POLES ELEC	\$0.00 /WOOD POLE ELEC		\$0.00
JOINT POLES	\$0.00 /POLE		\$0.00
POLE ANCHORS	\$0.00 /EA		\$0.00
STEEL POLES	\$0.00 /STEEL POLE		\$0.00
STEEL TOWERS	\$0.00 /TOWER		\$0.00
WATER LINE	\$0.00 /FH		\$0.00
WATER LINE SIZE			
SEWER LINE	\$0.00 /LINE		\$0.00
TELE JUNCTION BOXES	\$0.00 /LF		\$0.00
ELEC VAULTS	\$0.00 /VAULT		\$0.00
TELE VAULTS	\$0.00 /EACH		\$0.00

\* 1.0 = 100%, .50 = 50%

TOTAL ESTIMATE OF STATE COST \$0.00

ADDITIONAL INFORMATION CONCERNING UTILITY INVOLVEMENTS ON THIS PROJECT

Highway 101 is a freeway/expressway in this location. The estimate was developed using original information from County plans. This estimate will be updated, should the updated utility verification plans indicate otherwise. Costs may also change depending upon the provisions of the Coop Agreement. This estimate includes \$20,000 for pos-loc activities.

ARE VERIFICATION PLANS REQUIRED? YES IF YES, HOW MANY MONTHS? 18

UTILITY RELOCATION COORDINATOR LARK P. GRANGER DATE 4/12/2005

Before

COST 05 371500 RW1 M SB 101 26.9 2 D P-F11 N-F12 \*CAPITAL PLAN\*  
 EA \*371500 STIP \*0106C LSTPGM \*99H TOT PGM \* APV COST  
 PGM \*HA452 FP CODE \*BR 05 PGM \* STATE 05 06 111  
 ELEM \*BAS LOCKOUT FED 05 06  
 PRI 8 R/W CONTR CONTR 05 06  
 RW EA 371509 EST DTE 12/20/01 CAT A APPR COMP TO DO  
 PCLS DOLLARS TITLE ACQ UTIL RELOC DEMOCRCLR FY'S  
 TOTAL 3 111 111 \* .96  
 PRIOR \* .47  
 04-05 \* .18  
 05-06 3 111 111 \* .14  
 06-07 \* .08  
 07-08 \* .08  
 08-09 \* .01  
 09-10 \* .00  
 10-11 \* .00  
 11-12 \* .00  
 12-13 \* .00  
 PALED ENV CLR RW MAPS REG RW DT PS&E RW CERT ROY LIST CNST FY  
 \*12/03 \*07/03 \*07/03 \*04/ /07 \*09/ /06 \*01/06 \*01/06 \*02-03  
 COST REMARKS LOCALS D.S. NEW INFO PER P. MARTINEZ/T. HOUSTON CA-0060. RSM  
 3/25/05  
 THERE IS 1 COST-RW SCREEN FOR THIS PROJECT

After

COST 05 371500 RW1 M SB 101 26.9 2 D P-F11 N-F12 \*CAPITAL PLAN\*  
 EA \*371500 STIP \*0106C LSTPGM \*99H TOT PGM \* APV COST  
 PGM \*HA452 FP CODE \*BR 05 PGM \* STATE 05 06 350  
 ELEM \*BAS LOCKOUT FED 05 06  
 PRI 8 R/W CONTR CONTR 05 06  
 RW EA 371509 EST DTE 04/18/05 CAT A APPR COMP TO DO  
 PCLS DOLLARS TITLE ACQ UTIL RELOC DEMOCRCLR FY'S  
 TOTAL 3 350 9 243 98 \* .96  
 PRIOR \* .47  
 04-05 \* .18  
 05-06 3 350 9 243 98 \* .14  
 06-07 \* .08  
 07-08 \* .08  
 08-09 \* .01  
 09-10 \* .00  
 10-11 \* .00  
 11-12 \* .00  
 12-13 \* .00  
 PALED ENV CLR RW MAPS REG RW DT PS&E RW CERT ROY LIST CNST FY  
 \*12/03 \*07/03 \*07/03 \*04/ /07 \*09/ /06 \*01/06 \*01/06 \*02-03  
 COST REMARKS LOCALS D.S. NEW INFO PER P. MARTINEZ/T. HOUSTON CA-0060. RSM  
 3/25/05 ALT 2 ESTIMATE L&L  
 PROJECT DATA HAS BEEN UPDATED

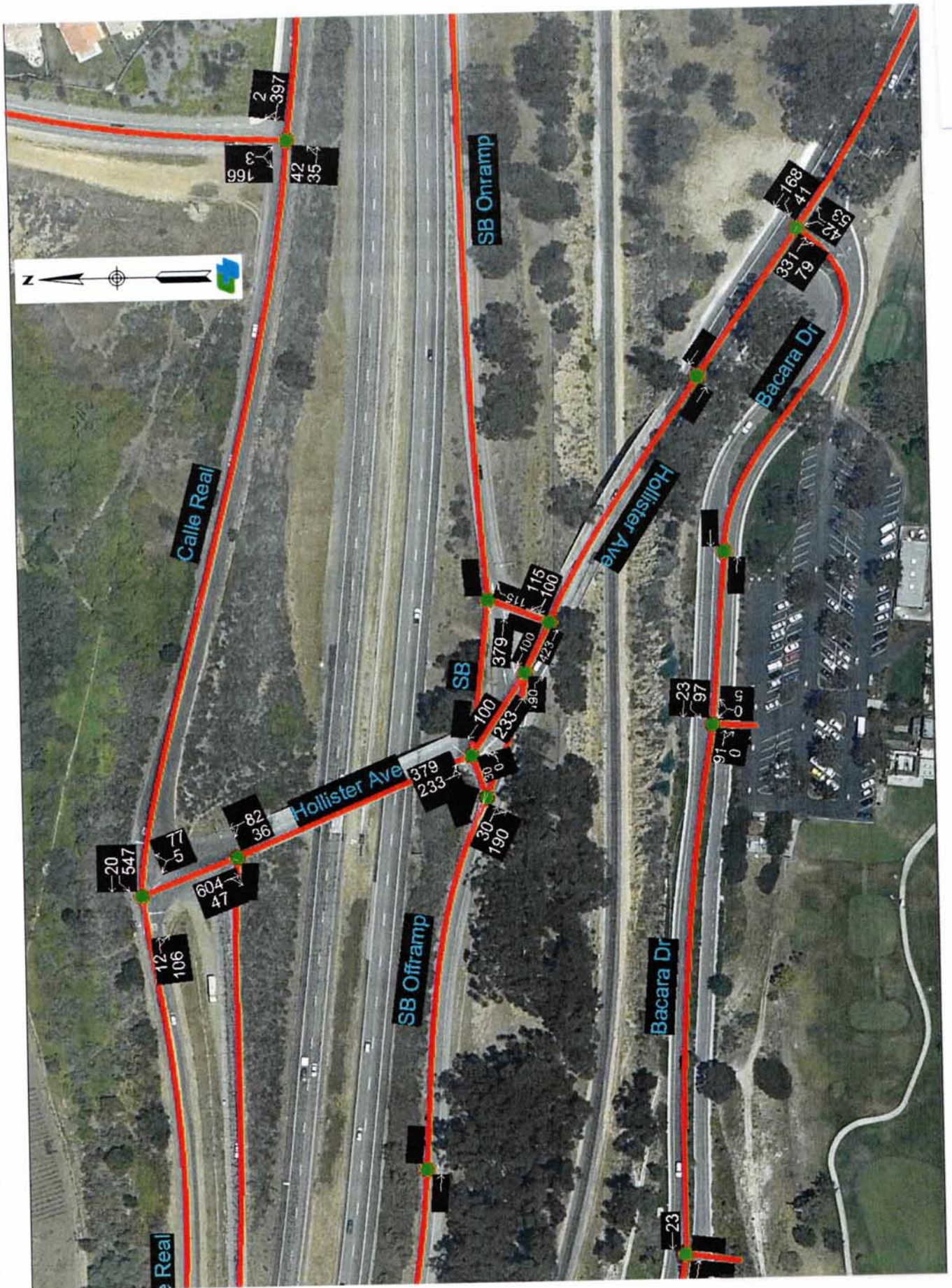


Location Description	Rate Group (RUS)	No. of Accidents / Significance							Pers		ADT Main X-St	Total MV+ or MVM	Actual		Accident Rates			Tot
		Tot	Fat	Inj	F+I	Veh	Wet	Dark	Kid	Inj			Fat	F+I	Tot	Fat	F+I	
SB 101 026.500 - 05 SB 101 027.099 01-0002 2002-01-01 2004-12-31 36 mo.	.500 MI H 60 S	16	0	7	7	4	4	4	0	8	34.0	22.38	0.000	.31	.72	0.008	.24	.64
SB 101 026.400 101/NB OFF TO HOLLISTER A 01-0003 2002-01-01 2004-12-31 36 mo.	R 30 U	1	0	0	0	0	0	0	0	0	2.9	3.20 +	0.000	.00	.31	0.003	.31	.90
SB 101 026.720 101/SB ON FROM HOLLISTER 01-0004 2002-01-01 2004-12-31 36 mo.	R 12 U	7 H97	0	0	0	7	0	2	0	0	2.8	2.87 +	0.000	.00	2.44	0.002	.32	.80
SB 101 027.100 101/NB ON FROM HOLLISTER 01-0005 2002-01-01 2004-12-31 36 mo.	R 12 U	0	0	0	0	0	0	0	0	0	1.2	1.33 +	0.000	.00	.00	0.002	.32	.80
SB 101 027.120 101/SB OFF TO HOLLISTER A 01-0006 2002-01-01 2004-12-31 36 mo.	R 10 U	2	1	0	1	0	0	0	2	0	1.1	1.17 +	0.856	.86	1.71	0.005	.61	1.50

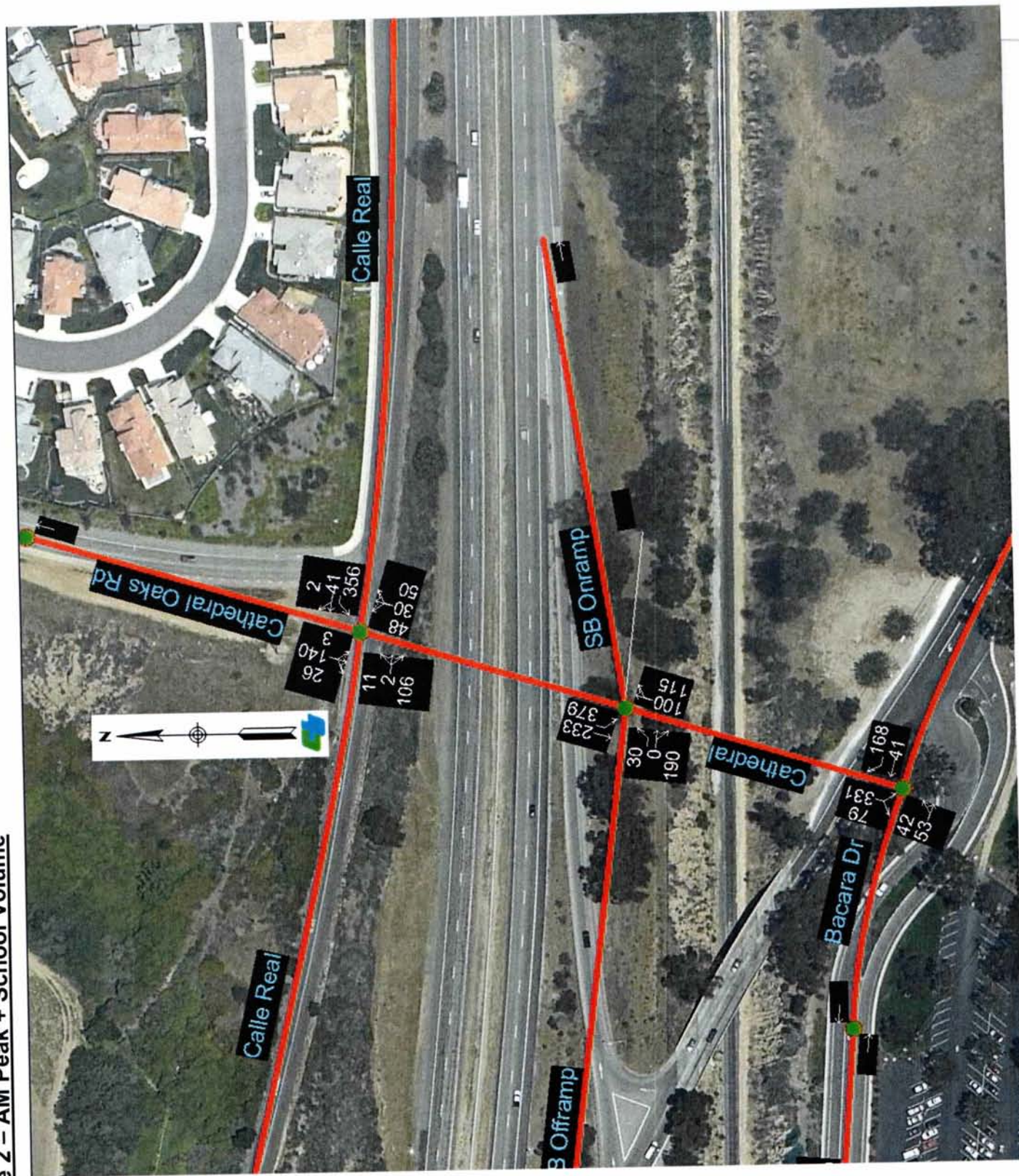
ATTACHMENT G-1

Accident Rates expressed as: # of accidents / Million vehicle miles  
denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).  
or Ramps RUS only considers R(Rural) U(Urban)

Alternative 1 – AM Peak + School Volume







# **HCM Level of Service (LOS\*)**

Alternative 1 – AM Peak + School TWSC @ SB Off Ramp

Year	Intersection	Traffic Control	Intersection LOS	EB LOS		WB LOS		NB LOS		SB LOS	
				-	TR	-	L	-	TR	-	-
2004	Calle Real/Hollister Ave	TWSC	-	-	A	-	F	-	A	-	-
				-	LT	-	-	-	T	-	LT
2004	SB Off-ramp/Hollister Ave	TWSC	-	-	F	-	-	-	-	-	A
				-	-	-	-	-	LR	-	TR
2004	Bacara Dr/Hollister Ave	TWSC	-	-	-	-	-	-	-	-	-

Alternative 2 – AM Peak + School TWSC @ SB Off Ramp

Year	Intersection	Traffic Control	Intersection LOS	EB LOS		WB LOS		NB LOS		SB LOS	
				-	LTR	-	L	-	TR	-	LTR
2004	Calle Real/Cathedral Oaks	AWSC	C	-	B	-	D	-	B	-	B
				-	LT	R	-	-	TR	-	L
2004	SB Off-ramp/Cathedral Oaks	TWSC	-	-	F	B	-	-	-	-	A
				-	LT	-	-	-	T	R	LR
2004	Bacara Dr/Cathedral Oaks	AWSC	C	-	B	-	-	-	A	-	C

\* LOS Average Control Delay (s/veh)

A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

# APPENDIX E

## Long Form - Storm Water Data Report



Dist-County-Route  
 Kilometer Post (Post Mile) Limits  
 Project Type  
 EA: 05-371500  
 RU: 06-234  
 Project Identification: Hollister Overpass  
 Phase: ☒ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Central Coast Region - 3

Is the project required to consider incorporating Treatment BMPs? Yes ☒ No ☐  
 (If No, attach the Evaluation Documentation Form)

Are Treatment BMPs incorporated into the Project? Yes ☒ No ☐

Total Disturbed Soil Area: 2.0 hectares

Estimated Construction Start Date: 1/1/2008

Notification of Construction (NOC) Date to be submitted:

Notification of ADL reuse (if yes, provide date) Yes ☐ Date No ☒ N/A ☐

Separate Dewatering Permit (if yes, permit number) Yes ☐ Permit # No ☒ N/A ☐

*This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.*

Registered Project Engineer/Licensed Landscape Architect Date

I have reviewed the storm water quality design issues contained in the Storm Water Data Report and Attachments attached hereto, and find the data to be complete, current, and accurate:

Paul Marting 6/17/05  
 Project Manager Date

Jon Wood 5-13-05  
 Designated Maintenance Representative Date

Dej. R... 5/18/05  
 Designated Landscape Architect Representative Date

W. Neal 5/18/05  
 District/Regional Storm Water Coordinator or Designer Date

STAMP  
 [required for PS&E only]

Caltrans Storm Water Quality Handbooks  
 Project Planning and Design Guide  
 September 2002/April 2003 Printing

E-9

2004 Lawsuit Settlement

## DISTRICT 5

### Preliminary TRAFFIC MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA: 05/317500  
 Project Engineer: Steve Andris  
 Date Prepared: 1/20/2005

Co.-Rte-KP: SB-101-42.7/43.5  
 Description: Bridge Replacement  
 Working Days: 300 days/ 40 require traffic control

Check each box and reference your attachments to the item(s) number(s) shown on the list.

Required	Recommended	Not required	COMMENTS
----------	-------------	--------------	----------

#### 1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

X			Include \$5000

#### 2.0 Motorist Information Strategies

- 2.1 Changeable Message Signs - Portable
- 2.2 Construction Area Signs
- 2.3 Highway Advisory Radio (fixed and mobile)
- 2.4 Planned Lane Closure Web Site
- 2.5 Caltrans Highway Information Network (CHIN)

X			One CMS unit per lane closure, est.\$200/day each
X			
		X	
X			Construction to provide information to TMC
X			Construction to provide information to TMC

#### 3.0 Incident Management

- 3.1 COZEEP
- 3.2 Freeway Service Patrol

X			Include \$55/hour days; \$110/hour nights.
		X	

#### 4.0 Traffic Management Strategies

- 4.1 Lane/Ramp Closures Charts
- 4.2 Total Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
  - 4.4.1 Material/Equipment Standby
  - 4.4.2 Emergency Detour Plan
  - 4.4.3 Emergency Notification Plan
- 4.5 SSP 12-220 and Others
- 4.6 Other Strategies:
  - Ramp closures require 5 days advanced notification.
  - Detour plans?
  - TMP Supplemental Cost (for TMP items) -**
  - Temporary Signals ?
  - Include standard Table Z for holiday closures.

X			To be provided at PS&E.
X			
X			
X			Standard SSP
X			Construction/Contractor to provide
X			Construction/Contractor to provide
X			Construction/Contractor to provide
X			
X			
X			
X			Include \$400/work day in Maintain Traffic (066070)
X			Special Days to be determined.

#### 5.0 Anticipated Delays

- 5.1 Lane Closure Review Committee  
(for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures

		X	
	X		

- 5.3 Minimal delay anticipated -  
no further action required

☒ yes    ☐ no    If no, explain additional measures on attached sheet.

#### 6.0 Placement of CMS

X			To be determined once alternative is selected

Shayne Sandeman

Prepared by:

### DISTRICT 5 DISTRIBUTION LIST

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HQ Division of Design	Design Report Routing (2) copies
HQ Environmental	Kelly Dunlap
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Project Manager	Paul Martinez
Design Manager	John Fouche (3) Original + 2 copies
Resident Engineer	(Held by Design Manager)
District Maintenance	Lance Gorman
District Traffic Management	Steve Talbert
Region Materials	Ron Sekhon
Region Environmental	Christine Cox
Region Right of Way	John Maddux
District Planning	Claudia Espino
District SFP	No Copy
PPM	Teresa Rix
District Surveys	Tama Gonzalez (electronic copy only)
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	Nick Tatarian
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